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# BICYCLING WORLD

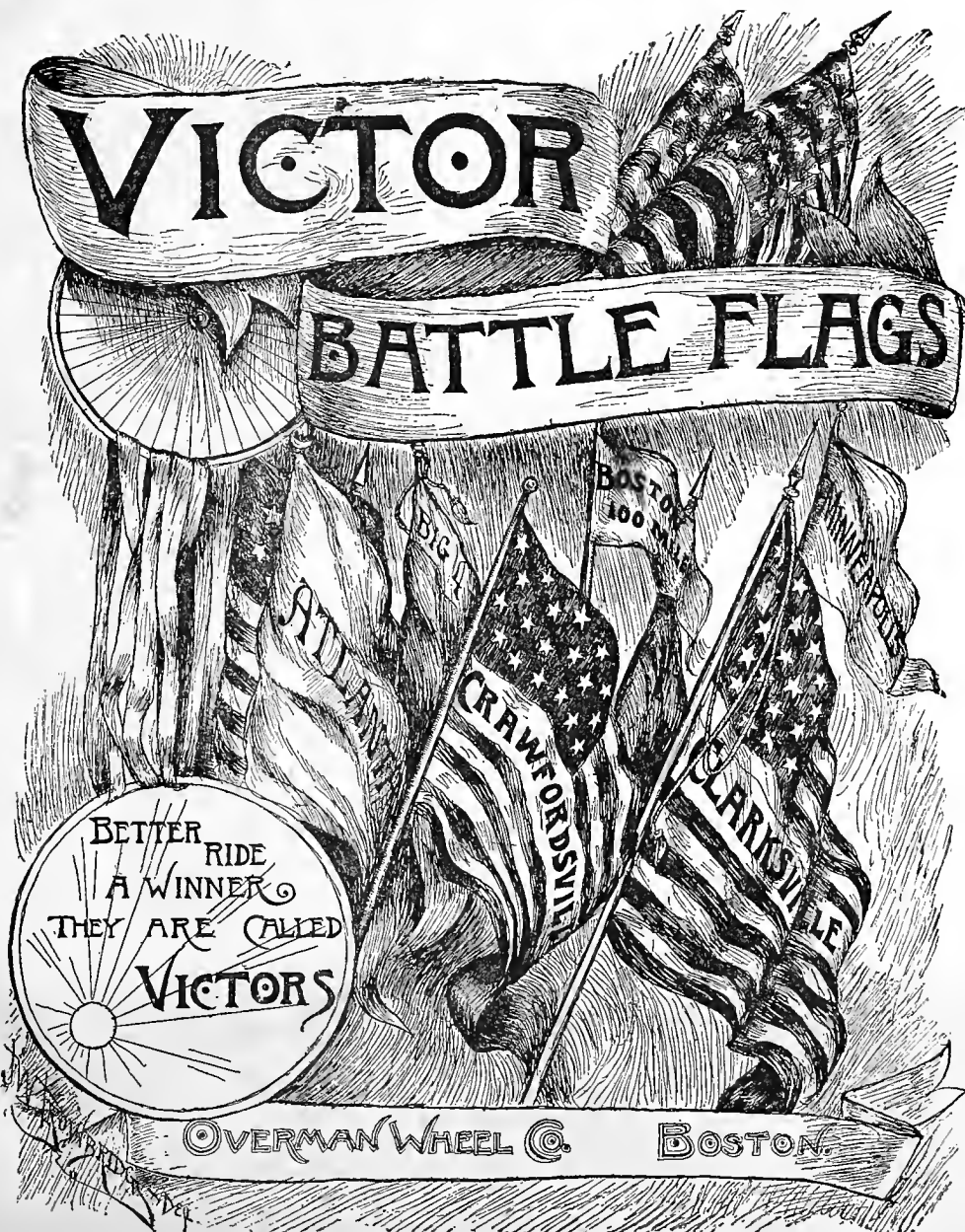
DEVOTED TO THE INTERESTS OF CYCLING

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cents a copy.

BOSTON, 4 NOVEMBER, 1887.

Volume XVI.  
Number 1.



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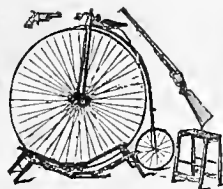
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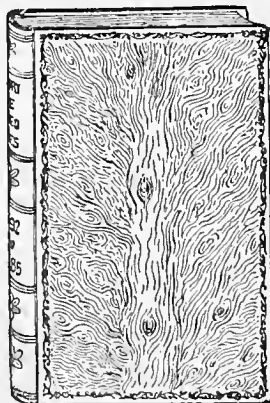
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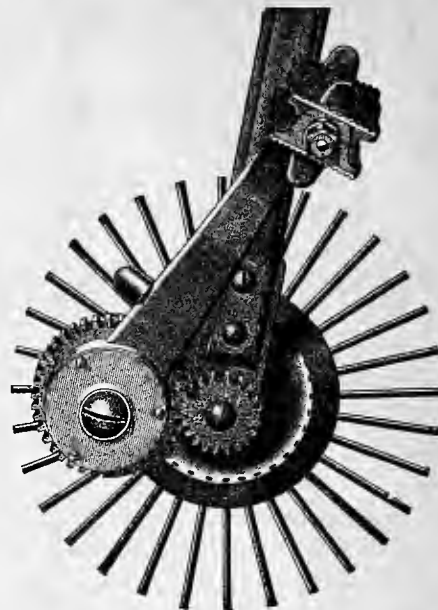
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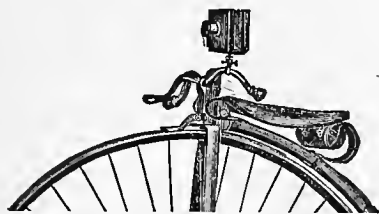
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 4 NOVEMBER, 1887.

OUR thanks are extended to all who so kindly acted as officials on the occasion of the 24-hour road race. It was an arduous duty to keep on watch all night, and a cold night at that. Certainly it was an act of the most decided friendliness, thus to put themselves to great personal inconvenience, and we can assure the gentlemen we appreciate it.

A MOST remarkable case of narrow-mindedness, is that shown by parties in New York City, who will not sell land to any one intending to build a house for bicycle club purposes. Three times have the New York Club been refused, by parties who had land to sell, for no other cause than that it was intended to use the lot to build a bicycle club house. We might expect this unreasonable opposition from some little towns, but when it comes from men living in the great metropolis, where all are supposed to hold liberal and advanced ideas, it is amazing, indeed.

THE following taken from the *Cyclist*: "A private match—'aye, for love'—is likely to shortly come off between two well-known frequenters of the Ripley Road. One of the contestants being a professional, nothing hangs to the match, so that a sheer love of contest alone has prompted it, and if the two antagonists are neck and neck at the top of the last hill, one of the best bits of sprinting ever likely to be seen will be on view." Herein, we of America, can feel our superiority, and inflate our chest with the air of freedom and liberty; that is, providing you breathe *outside* the gate of a race track. It is a strange, but lamentable, natural condition of things, that produces air of the most virulent and deadly nature, if you happen to breathe and pump your prettiest in a race with a professional, for a prize, on a race track. Under such conditions it blackens your character, is cause for a bill of divorce, in favor of your wife, and is the means of branding you as an outcast and a loathsome thing, to be avoided by decent people, including all the members of the L. A. W. But the scene changes. *Outside* the gate of the racing path, you pump, breathe, scorch, and race for prizes on the "King's highway." Under these circumstances, all nature joins in calling you a bully boy, the birds of the air swell the chorus of adulation and admiration, and if you are tough enough to "get there" ahead of the professional, your dear wife gives you an extra hug and votes you the grandest man in all Christendom, while your fellow towns-

men call on you, and tender the office of Mayor of the city, or Governor of the State, because of your prowess on the wheel, in competition with professionals, *outside* the dreadful gate!! When Puck flapped his fairy wings and clapped his chubby hands, he must have had in mind a prophetic inkling of the chaotic and ridiculous condition of things, as indicated above, when he said, "What fools these mortals be."

## LANTERNS AND CYCLES IN ELIZABETH.

THE lantern parade of the Elizabeth Wheelmen, Saturday, 29 October, was a very successful and pleasing affair. The front of the club house was almost covered with lanterns of all sizes, styles and colors, and a large number of stores and private residences along the line of march were also handsomely decorated, in honor of the occasion. The visitors began to arrive about eight o'clock, and by half-past eight East Broad street, from the railroad to Linden street, was one blaze of light. Each cycle was provided, by the club, with two lanterns, but dozens of other lights were used as well. At 8.45

## CAPTAIN BERRY GAVE THE ORDER TO MARCH,

and the line moved forward in the following order: Captain Berry, E. W.; Color Bearer Caldwell, and Bugler Lukens, E. W.; First Lieutenant Bonnett; First Division Elizabeth Wheelmen; Tricycle Division E. W.; Atlanta Wheelmen, Newark, Captain A. W. Show, 18 men; Essex Bi. Club, Newark, 6 men; Hudson County Wheelmen, J. C., Captain Baggot, 13 men; Ilderan Cycling Club Bayonne, Captain Tunison, 20 men and 1 lady; New Jersey Wheelmen, Captain Theberath, Secretary Dennison; Plainfield Bi. Club, Captain F. L. C. Martin, 22 men; Roselle Ramblers, 8 men; Union County Wheelmen, Westfield, Captain T. H. Burnett, 13 men; unattached riders; Second Lieutenant Hazard, E. W.; Second Division Elizabeth Wheelmen; Sergeant A. S. Brown, E. W. With the Ilderans rode Captain Dennison,

## OF THE SAVANNAH BICYCLE CLUB,

who is on a visit to the North. The Roselle Ramblers carried a transparency with the club name.

The column rode at a slow pace through the principal streets to the Union depot, where the tricycle division fell out, and the bicyclers took a short run to and on the boulevard, and back to the club house. The total number in line, was about one hundred and fifty, including four tandems,

## EIGHT LADIES ON SINGLE TRIKES,

and a number of gentlemen on "three-wheelers."

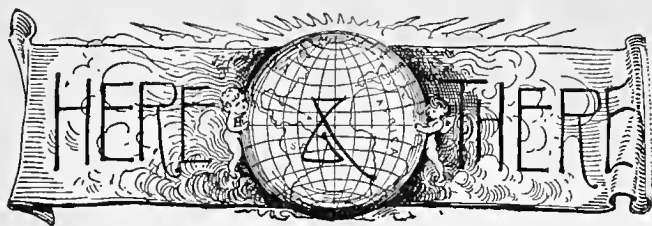
Arriving at the club house, refreshments in abundance were provided, and all hands expressed themselves well satisfied with the manner in which the affair was conducted, as well as the treatment accorded them by the Elizabeth Wheelmen boys. The ladies were highly complimented for making the run, which was tiresome on account of the slow pace and rough streets. Very few mishaps occurred on the line of march. One of the Ilderans took such a graceful header that it was mistaken for a new evolution, and one or two others made a wreck of lanterns, but no one was hurt along the whole line. The number of ladies in line was the largest that ever paraded in this State, and they added an agreeable feature to the procession. It was hard on to twelve o'clock when the last lantern went out and the tired wheelmen went home, and

## THE CYCLERS' DISPLAY WAS OVER.

Citizens along the line were very generous in displaying lanterns, colored fires, etc., and the large crowds on Broad street attested their approval with applause. Among the decorators were E. J. Runyon, F. C. Gilbert, S. B. Bowman, E. C. Hazard, J. C. Clirehugh, T. Bergen, and Dr. Oliver.

J. E. SAVELL, the popular captain of the Warren Wheel Club, who was married a few days ago, has been presented with a handsome time indicator by a few of his Roxbury friends as a gentle reminder of passing hours, hoping that its bright face may ever recall pleasant associations and kind memories of those who wish him abundant happiness in the new life before him.

THE photographs spoken of below by the Senator, have come to hand. They are excellent pictures, and very astonishing withal. We only wish the Senator had taken the trouble to mark the celebrities. "I send you, by this mail, a paper of Malthy's great ride over the pier wall, twenty-five feet above the sea; also, two photos: One of start of 'Wood vs. Temple' race for the final match, two miles, which Temple won. The other is a group of English cyclists, with Temple and self standing in centre."



IN the BICYCLING WORLD, issue of October 21st., I notice a paragraph quoted from a Minneapolis paper, in regard to a race track which will be sprung upon the good people of Minneapolis next year. The following portion of the quoted paragraph, "The track will be conducted by amateurs, and square races will be the feature," was commented on by the editor of the BICYCLING WORLD, who drew the inference that the writer intended to convey the idea that honesty and professionalism do not go hand in hand. Now that is just the way it looks, but the paragraph was not written with the intention of slurring at the professionals as a class. I must confess it conveyed a direct and unmistakable meaning to the reader, which I am sure was not intended by the writer.

#### "JAY-PHOEBE."

PEOPLE are getting tired of this amateur and professional "color line." I know I am. I have known so many mean amateurs, measly, contemptible amateurs, and have also known many fine fellows in the professional lists, that I am heartily wishing that the League were open to all American wheelmen, who are of good character. No other athletic organization attempts to be so exclusive, or so signally fails.

NEXT season there may be a Lake Harriet 100-mile road race, and it will be a big one. We want to beat Clarksville time, if such a thing is possible, over such a sandy course as the Harriet boulevard. The laps are scant three miles each. Mr. Overman, when here last month, was charmed with the location, and said it was the finest place for a big road race he ever saw. [This is too short a course for a 100-mile race.—ED.]

"WILKESBARRE gave Roland Reed a rousing reception, at Music Hall. The bicycle club occupied the two front rows, and threw flowers on the stage whenever Mr. Reed appeared. He played 'Cheek' the first night, and 'A Woman Hater' the second, and the applause was, if possible, more hearty. We are glad to chronicle Mr. Reed's success; but our correspondent does not explain his exceptional reception. Is he a native of Wilkesbarre, or a member of the bicycle club?" This from the dramatic notes in the *Spirit of the Times*. Perhaps the enthusiastic "bald-headed row" of Wilkesbarre pedal-pushing fame can arise and explain.

I AM always glad to read "Ratchet's" letters; they are always newswy. There's a little dark-skinned cuss in New Orleans, La., who is young, a good rider, and a facile and versatile writer. His initials are R. G. B. I wish he would take a tumble to himself, and send the Bt. WORLD a letter once in a while. I can assure him it would be appreciated. [Will "R. G. B." take the hint?—ED.] I am strongly in favor of the Owl's suggestion in regard to the "veterans" forming a society, but am inclined to think well of the suggestion of the "Raven" that eight years constitute the length of experience in things bicyclic necessary for the enjoyment of membership.

I AM sorry to see the resolutions adopted at the L. A. W. Board of Officer's meeting at the Grand Union Hotel, a few days ago. I may be wrong, but I am decidedly in favor of road racing, and think the League will overstep its authority if it attempts to put a stop to it. I think if there is no harm done, and the people like it, and (as in Minneapolis) the road and park officials do all in their power to make the race a success, that the action of the League, were it to attempt to forbid such practices, would be very juvenile and unwarrantable indeed. I think the League had better devote itself to touring and highway construction, and let road racing severely alone.

TAKE the "much-slandered Morgan" (the phrase is not a new one, and is certainly merited, which is more than any fair-minded gentleman can claim for the abuse), there are few finer fellows in the country, but just because he happens to be a professional, bah! several journalistic fistulas throughout the States, spend their "best bad language" in his behalf, if such a "bull" is admissible. Senator and his "American team" will always be welcome to Minneapolis as long as they maintain their reputation for being fast and honest

riders. But beware, O! hippodromer, beware, for the moment thy foot is within even so much as the gates of the city, the "press" shall be pitted against thee, and it shall cry out with an exceeding great cry, and shall tell men what you are. Minneapolisians love square races, and are going to have them.

MINNEAPOLIS has been bled somewhat by certain professionals, who brought disgrace upon themselves, and disfavor upon a fine, healthy sport. Louise Armaido has settled down within the bonds of holy matrimony with (rumor says) a wealthy real estate man in Eau Claire, Wis., and it is hoped for the sake of the sport she may never again mount a wheel. I think the sooner the female bicycle rider is hooted off the race track, the better for our sport. We should not encourage anything so questionable. Many of us have sisters, and wives and mothers, who would instinctively blush to be seen at a race meeting where ex-trapeze performers, and variety queens rode against time and morality, in an unbecoming and unwomanly position. The sight of abbreviated ballet skirts and tinsel at a race meeting is one which should meet with nothing but hisses, and even the abbreviations are often omitted. The "whoop-it-up-Eliza-Jane" spirit of old Black Hills dance houses is being gradually supplanted by one of appreciation for square and sportsmanlike races between men of good character.

I DO not like to brag about the Western States, as my cycling friends are mainly in the East, but there are some rattling old riders in Minnesota. I think I can pick out some of next year's winners, should they take care of themselves, and train. Colie Bell, a young boy of about 18, is likely to show championship form next year, as will J. R. Stockdale, if he will only be careful of his health. Both are fast, and have lots of sand. Bell's strong point is his final spurt, which few men, even although able to lead him for miles on a long race, can answer, if Bell holds a good position at the finish. E. A. Savage, I think, has seen his best days, and may retire with honors. E. J. Hale is a good man, and would do better if he did not over-do the thing and ride too much. The same may be said of Purvis-Bruce, who has generally trained off every vestige of fat before a race, and is generally in indifferent condition. But say, they're going to put a heavy weight on the market next year. Geo. Bartlett, the "boy wonder," as he is known to his bosom friends (I won't say who they are), is a coming tricyclist. He has power enough and some sand, but his wind is no good. The only way to get any pace out of him is to get him scared, and then he can go; whew! that fellow can go when he's afraid of being beaten. He has made the mile on a tricycle, over sandy roads, in 3.34. George is a rider that reminds one of Thos. Worth's "Theophilus Wobble," but he gets there just the same.

#### NEW YORK.

#### "THE RAVEN."

THE daily press here for the past week has been filled with accounts of the performances of a Prof. King on a marine bicycle. An examination of this so-called new invention on my part, brought about the renewal of an old acquaintance. This bicycle is but one of the same old pattern that Hazlett made famous by his interesting accounts, several years ago, through his articles in the *Wheelman*, but since this Prof. King has managed to push it across Niagara river, near the rapids, it has suddenly blossomed out as an extreme novelty in marine architecture.

SUCH wheelmen of this city as are voters, will make their presence felt at the polls on election day, in favor of the introducer of the Liberty Bill, Mr. Cantor, who has received the nomination for State Senator from the district in which all the wheel clubs are located. The wheelmen's vote will be a compliment on their part that Mr. Cantor certainly merits.

THE feeling here is, that everything considered, "Senator" Morgan and his crew have brought no discredit upon the country they claim to represent in England. His own and his crew's racing has been fair and above board, and a little above the average worth, while the "Senator's" oratory and performances with the pen, are by this time well enough known on both sides of the water, to pass as pre-eminent in professional racing circles.

THE New York Club, through its absorption of the Ixion Club, among other things, fell heir to their annual fifteen-mile road race, which, by the by, was the first regular road race established. Under the New York Club, this race will be continued, and for the sixth time, will be run over the club course, from Yonkers to New York, on election day. The contest will be extremely lively, and as the course is equally composed of the best and the worst possible specimens of road, both the racing and the road riding contingents of the club will have an equal show.

IT is strange how deep and unreasoning the prejudice against cycling and its adherents is, and how far reaching it extends in un-

expected directions. The New York Club is the latest sufferer from this. Having perfected all arrangements for the purchase of property for the building of their new club house, they were somewhat surprised at the last moment to have the owner decline to complete the sale to them, as he had just learned of the purpose they wanted the property for, and both he and his neighbors were against bicycles, bicyclers, and bicycle club houses. This is the third example of this prejudice they have encountered in their search for a suitable location. In each of the three, the owner was willing to sell for a club house, but when he learned it was a wheelmen's club, then the case was altered, and the sale refused. What idiocy!

THE "respects" Mr. John A. Wells, in your last issue, pays the Board of Officers and myself, is about such as one would naturally expect from the source from which they came. Mr. Wells' alleged association with transactions showing no intimate acquaintanceship with either truth or honor, has naturally caused him to fall into the error of the inspired writer, and declare "all men are liars." Both the subject and the person, though, are a stench to the nostrils of all honest members of the L. A. W., and it is neither my intention nor desire to drag either from their dishonored grave, though I do desire to protest against being declared eligible to the high position of a friend of Mr. Wells', by being first branded as a liar, though the gentleman's well-known ability in this line makes any denial on my part, perhaps, unnecessary. [This must end—Ed.]

This city in athletics, like many other affairs, takes the lead, and sets the example for the balance of America, and it is therefore, perhaps, the fairest standpoint from which to study the question of amateurism. In general athletics, the amateur law is openly violated, and to such an extent has this grown that there is probably not one amateur in ten so-called, who is entitled to the term. Men whose ability has lifted them, athletically speaking, above the ordinary run of their competitors, are openly bought and sold, by the various rich *amateur* athletic clubs, at the head of which stand the rival organizations of the Mannhattans and the New Yorks. So strong has the competition grown, that the supply in this country has become exhausted, and now, no sooner does a man abroad show any prominence in athletics, than he is flooded by cable and mail, with flattering offers to come to America and join the ranks of one of these *amateur* athletic aristocracies. Comparing the continuous recriminations and disgusting disputes caused by this course of action, and putting the class of amateurs in the L. A. W. in comparison, no one can possibly argue that any abandonment of our present strict amateur law will bring aught but evil and degeneracy to the cause of wheeling.

WE would like to see Grove do a little work on a racer; he is built that way, and there certainly is considerable outcome in him; moreover, if he would get his blood up, you could depend on a race meet each year. Its doubtful whether Seidell will do the hustling next year that he did this, as we heard him do some tall growling the week of the meet, at the amount of work it took. If he quits, we would like to see Grove step in. There is a great deal of work connected with a meet, and it is not every man that is competent.

ON the quiet (don't speak above a whisper), Kaercher is after the booby prize in the Keystone's road record contest.

AMONG those who have been accused of the authorship of these notes, are Fleming, Stiefel, Murray, Bidwell, Bean, Coffin, Minnemeyer, and others. Well, guess away boys, and success (?) to you all!

WE heard a prominent wheelman say: "Calfskin cases for League tickets are desirable, but the League should not peddle them; let a manufacturer have the contract. It will be cheaper and more satisfactory." So say we all.

WE would like to hear a plain statement of "Crank vs. Star," by H. Fleming, Jr. He has chased each a season, and if all we hear is true, he prefers last year's mount. Also Coffin, he has tried the safety, and quit. Wherefore, Mr. Coffin?

THERE are just eleven men around here who claim to be champion coasters; now let some of the unterrified get up a coasting contest on Ice House Hill, or Hiland avenue, and settle it. The *talk* you hear about coasting makes one tired. Enough said.

CRITCHLOW, of Beaver Falls, is reported to have said that he could ride from Girard, Pa., to Buffalo, N. Y., and return, in a day. We would recommend an application of cold water and towels to his head, with a view to reduce the swelling. He is a very strong

rider, but we haven't a man in Western Pennsylvania who can ride that 216 miles in a day. We would like to see the gentleman try it.

LENZ has the largest mileage in Western Pennsylvania that is well authenticated. We hear of a man who occasionally takes a spin who leads him, but where did this gentleman do his riding? Annual mileages are curious things, and pass most men's understanding.

IF the next L. A. W. meet is held within three or four hundred miles of Pittsburg the Western Philadelphia contingent will show up well numerically. We all would like to attend once, anyway, and see what they do, and how they do it. What's the matter with Baltimore?

THEY say that Fairfield is now after first prize in the consolation race. The winner was disqualified by winning a club championship, and now it is claimed that the second man also won a prize. This gives the race to Fairfield, and he should have the prize if the above statement is correct.

A PHILADELPHIA paper says that Wilhelm and Schwartz will come together at Reading on Nov. 4. This will show whether Wilhelm really is the best man in the State for five miles. Wilhelm failed to lower Schwartz's Lancaster pike record, but they say the wind was blowing a gale.

ASA DOLPH, ex-champion bicycle rider, and Miss Flora Smith, of Loudenville, were married in Wooster, Ohio, last night (Oct. 27). The circumstances surrounding the wedding are somewhat odd. The couple notified Wooster parties of their coming, but the telegram was not received. They arrived late last night, and went to the house of some friends, but found them in bed; determined to get married, however, they proceeded to the house of a German preacher, in the southern part of the city, with an old woman as guide. The preacher was aroused after much trouble, but refused to marry them, thinking something wrong. For an hour he held out, but finally agreed, and the last word was spoken as the clock struck twelve. The couple started on a trip this morning.—*Cleveland News and Herald*.

A PARTY, comprising Howard Smith (glasses and all), C. W. Higgins (the "genial Walt"), C. L. S. Walker (63 years of age, but still good for all day), Fred Coningsby (of Coningsby-Morton fame), "Shorty" (the one who is willing to scorch anybody—Star riders preferred), and an "unknown," left Oraton Hall at 10.30 on Sunday, 23 October, for a country ride. "De gang whooped 'er up by" way of Montclair, Caldwell, Franklin, Hanover, and Columbia to Morristown. Three of the party, however, hung back before reaching the town, to raid an apple orchard, while the rest scorched ahead, to order their dinners. The way they went at the edibles, caused "mine host" to groan, but to no effect, as "they never left the table till the plates were cleaned." After leaving Morristown, they were too "heavily laden" to do much scorching, but managed to get along after a fashion. On the return, they took in Madison, Chatham, Summit, Spring Lake, Valley Road, Centre and Harrison streets, and Central avenue, arriving home dusty, tired, and (I must tell it) hungry again. The Morristown hotel keeper said he "never saw such eaters." About fifty miles was covered on the trip, and raiding apple orchards, and taking occasional "involuntary dismounts," served to make the ride a pleasant one.

THE Ilderans of New York are to ride out to the road race in a body—not in the body of a stage, as was reported.

A BICYCLE track is to be one of the features of the new athletic grounds of the Pastime Athletic Club, of Hackensack.

MEMBERS of the Essex Bicycle Club take runs nearly every Saturday afternoon, and are occasionally accompanied by members of other clubs.

THE bicycle school in Oraton Hall will be re-opened in a short time. Smith intends to have some fancy riding at short intervals during the season.

CHARLES DICKENS has been engaged by the Atalanta Wheelmen to give several readings from his father's works, in Association Hall, 14 November.

SATURDAY, 22 October, Messrs. E. E. Sergeant, Righter, Harris, and Dennison, took a fifteen-mile spin through the Oranges. The ride consumed about an hour.

MESSRS. KERR and Dennison have arranged for a ride to Plainfield on election day, and the party will probably be increased to a dozen or more before the start.

SEVEN cranks, four Stars, one tandem trike, two cripplers, and a Kangaroo passed the corner of Market and Broad streets inside of an hour on Saturday afternoon.

THE Hudson County team will be Stenken, Kluge, Baggott, and E. M. Smith. Nothing the matter with this for a winning team, provided Kluge is not barred out. He will, under any circumstances, ride, and will make a go for records, if not for points.

"(—), you know" as well as I do, that we have had good weather for the past week, barring one day, so we'll "drop it." Last Sunday was a "riding day," in every sense of the term, and was taken advantage of by any number of boys who love fresh air.

WHERE, oh! where, is the *American Wheelman*? Did Rogers carry it east and drop it in Boston harbor, saying *sic transit gloria mundi* (cycling)? (The chappie from whom I get my Latin is visiting his best girl to-night, talking "spoons," so I had to do the best I could.)

IN your last you state that "Stenken does not feel over joyful at the fact of Kluge's re-entrance to the amateur ranks. \* \* \*" There are no two men on the list who are more friendly toward one another than the "two Charlies," so I fail to see the point. Will you please enlighten?

SOME of the flyers practicing for the road race say that the course, in some places, is not just as it should be for fast work. At the foot of the long hill near Milburn, the road has had a top dressing of sand, which is soft to the depth of three or four inches. It will be thoroughly rolled, but it will not be as firm as it should be.

THE *Wheel* suggested some time ago that ropes be stretched on either side of the road, near the finish, on the Irvington-Milburn course, to keep back all those who had no right in the road. I hope this suggestion will be acted upon, as it would save much annoyance to the officials, as well as riders. Whether the rope is used or not, one fact must not be forgotten by those interested in the race, and that is, that, although the supervisors grant permission for the race to be held on the road, it is none the less a public thoroughfare, and no person has any right to force a vehicle off the roadway. Drivers of vehicles will willingly clear the road if asked to do so, but if some of the unthinking enthusiasts attempt to lead horses off to one side, without consulting the driver, trouble is likely to ensue, and the driver will have the law on his side.

ACADEMY street is known as a first-rate place for a coast, the road, which is unpaved, being hard and smooth in good weather. As it crosses High and Plane streets, however, both of which are constantly traversed by vehicles, it is seldom, indeed, that any wheelman is fool-hardy enough to risk his neck there. Last Tuesday, a wheelman came bowling down regardless of consequences, and reached the corner just as a pair of spirited horses, drawing a coupe, started to turn in from High street. The colored driver of the team, with a glance, took in the situation, and quick as a flash, he swung his team upon the sidewalk to the left, the cyclist, thanks to the driver's presence of mind, being thus enabled to clear the carriage safely, though by less than a foot. One of the horses cut its leg against the curb, but the driver simply said, "it's better to kill a horse, boss, than a man; but this is a bad place for *tobogganing*."

#### WASHINGTON NOTES.

##### "RAMBLER."

Bostonese, he still has a tender spot for his Washington friends.

HOWELL STEWART, another of the racers of that day, still gives much of his attention to wheeling. But now it goes on *four* wheels, and holds his brag prize—a young Stewart.

WM. MUELHEISEN, JR., who met with a bad accident at the recent races in Baltimore, fracturing his lower jaw, is doing well, and his friends of the Cycle Club are much rejoiced thereat. This was his first race, and is likely to be his last one.

THE Sunday run of the Cycle Club, with a contingent from the Baltimore Clubs, was a delightful one, and was thoroughly enjoyed. The Washington boys had several obligations of hospitality to repay, and they tried hard, and with success, to pay the debt.

JOHN M. KILLITS, chief of the Publication Division, Signal Office, has resigned. He goes to his old home in Ohio, to engage in the practice of law. Mr. Killits, in addition to his regular duties, acted as private secretary to Gen. Hazen, the Chief Signal Office, for some time before his death. He was an active wheelman, having held the office of President of the Capital Club for two terms.

CAPT. SMITH, of the Cycle Club, met with an unfortunate accident at his repair shop, a few days ago. A piece of iron flew from the blacksmith's anvil, and entered the fleshy part of the leg, above the knee. The doctors probed for it unsuccessfully. Charlie says the pain is bad, but the disappointment he suffered by being unable to take in the entertainment of the Baltimore boys, is worse.

ON the road to Cabin John's Bridge, on Sunday last, B. W. Hanna was met with. Riders of three years ago will recall him as one of the local cranks of that day, and the winner of the Willard Hotel cup, at the races, during the League meet here. He was considered a good man in those days, but we are a "fast" people, and he has given up the track. He is the private secretary of the Secretary of the Navy, and enjoys the confidence of his chief to a marked degree.

#### RECORD OF THE WEEK.

A TIP to the Los Angeles wheelmen. There has lately arrived in your midst, a certain gentleman by the name of Howard P. Merrill. He is connected with the *Times-Mirror* of that city. Hunt him up, drag him out, and make him do his prettiest for you.

He has ideas, and knows how to practically apply them. He was educated in a splendid school, (i. e.) that of Springfield, Mass. Until his departure, he was one of the pillars of that most energetic of clubs, the Springfield. Wheelmen of Los Angeles, put him to work.

CAPT. SAVELL, of the Warren Wheel Club, has returned from his wedding trip.

It is very probable that the track records will be given a rest in this country, for this season, anyway.

LAST Monday Senator Morgan instituted a six days' bicycle tournament at the Waverly Market, Edinburgh.

THE Dorchester Club believes in encouraging the boys, and so they will give a race for boys only, on Thanksgiving.

MR. EDGAR DAVENPORT of the Museum Company is quite a rider. It is rumored that he will become a member of the Boston Club.

LONDON W. and Dr. Kendall enjoyed the hospitality of E. C. Hodges, of the Boston Club, at his shooting box on Ponkapoag lake.

THERE will be a large dinner for A. Kennedy-Child at the Boston Club, if he manages to establish the 100-mile tricycle record for America.

AT the fall meeting of the Harvard Athletic Association, held last Saturday, R. H. Davis, '91, made the college record for two miles, in 6.02 1-2.

THE Providence *Journal* says that Chief Consul Davol may come up to witness the 100-mile road race to-morrow. We shall be most happy to see him.

THE *Cyclist* thinks that Howell, Woodside, Temple, with Morgan as manager, ought to constitute a broom that will sweep the American track next year.

THE monthly meeting of the Warren Wheel Club takes place at their rooms, next Wednesday (the 9th), at which the winter entertainments will be talked.

WE are moving on and improving, as we note with joy not a single cycling scribe has got off the tandem chestnut in relation to the marriage of W. A. Rowe.

THE use of colored sashes to distinguish the contestants in the twenty-four-hour road race last Monday, was favorably commented on by the men themselves, and the lookers on.

THE Faneuil House, Brighton, has been, and is, a great cycling centre this week. Last Sunday crowds rode over to discuss the "probabilities," and the great news from the West.

MIDGLEY, of Worcester, on a Springfield Roadster, will have a try for our 100-mile race; and Carmen, of the Cambridgeport Bicycle Club, is one of the most notable amateurs entered.

WHITTAKER is out with a challenge to race Percy Stone from one-quarter to 100 miles, and as an earnest that he means biz he has deposited \$25 forfeit in the hands of the editors of the *Record*.

ALL the English papers sympathize with us at the bad luck we experienced with our big race. *Bi. News* gives us words of comfort, and this is grateful to our wounded feelinks. Thanks, *Bi. News*.

WE were getting quite anxious as to the existence and well-being of the writer of Recreation Notes in the St. Louis *Spectator*. After a silence of a couple of weeks he bobs up and says "sassy" things

# COVENTRY MACHINISTS' CO., LIMITED.

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On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, **BEATING THE EXISTING RECORD FOR 10 MILES BY**

## One Minute 56 $\frac{2}{5}$ Seconds.

Covering the whole distance in

## 27 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

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BOSTON, MASS.

# Good Men on Good Wheels

## PUT THE RECORDS WHERE THEY STAY.

It is about a year since Stillman G. Whittaker made the following set of World's Records on the Crawfordsville course, viz.:

**10 Miles in 29 Minutes 1 3-4 Seconds.**  
**20 Miles in 59 Minutes 35 4-5 Seconds.**  
**100 Miles in 6 Hours 1 1-2 Minutes.**

And these records have stood ever since, notwithstanding the fact that the competitive trade have done their utmost to acquire them.

While other manufacturers have built special wheels for this purpose, which differed materially from those they offered the public, all of our performances have been on the identical wheels listed in our Catalogue, and we claim, therefore, that they are remarkably significant, and demonstrate unquestionably the

**EASY \* RUNNING \* QUALITY \* OF \* OUR \* BEARINGS.**

Then that performance of Frank Dingley's on the Lynn Track:

**100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds.**

Being 25 minutes better than the American record and 11 minutes better than the English record. Quite a number of attempts have been made to lower this by other makers since, all of which proved to be failures.

We think the above is ample evidence to convince the most skeptical, and to efface any impression to the contrary caused by the false statements of our traducers.

Respectfully submitted,

# Gormully & Jeffery Mfg. Co.,

**CHICAGO, - - ILL.**

 Send for the last edition of our Catalogue.

about us and "able-bodied" proof readers. We always thought *mind* had more to do with this branch of producing a paper. But then what can you expect?

THE papers are busy copying the *Globe's* item that Kennedy-Child is going for a 24-hour record. Nothing is further from the Kid's notion. He, however, has an eye on the 100-mile tricycle race and record.

THE Pacific coast *Athlete* and *Wheelman* is away off in crediting Dingley with the five and ten mile records; these have been held by Rowe for over a year. Better revise your record list, Mr. *Athlete* and *Wheelman*.

THE Los Angeles (Cal.) Athletic Club will give a great meeting Nov. 24. Among the events will be four bicycle races. Here is a chance for Merrill to infuse some of the original Springfield go ahead into the affair.

IT will be remembered that we spoke of having discovered a monkey at a farm house between Wellesley and Needham. It is now quite the caper for all cyclists to stop at the house, and form the acquaintance of little, fat "Jocko."

WHY does not the N. C. U. establish an American branch, and in this way govern road races. It certainly would be of greater value to the American riders than the establishment of the C. T. C., with the utmost respect for the last-named body.

IN the article of Ordinary vs. Safety, the *Cyclist* avers that the ordinary will coast better than the safety. We find our experience proves just to the contrary, and that a safety will out-coast an ordinary every time, the "weight up" being equal.

AFTER a year's sojourn in Australia, Fred Wood turns his face towards England once more. We should think Mr. Wood would have ample reason to long remember his visit to the new continent. We hope his little difficulty in the colony will not make his homecoming in any way embarrassing or unpleasant.

AN evidence of careless cutting and editing, is shown in the fact that this erroneous squib, printed by the *Globe*, is going the rounds, uncorrected: "There were thirty-eight names added to the L. A. W. membership rolls last week, swelling the total to 1173." Facts often get twisted, but such a palpable typographical error as above, ought not to go unchallenged.

DURING the 24-hour race, and just as he had gone his 110 miles, Hollingsworth remarked, in answer to our query, that he never felt better in his life. He was going wonderfully strong and well, and had his competitors pushed him as we hoped they would, the records would have had a loud call. As it was, he rode very easily, and when they stopped him at the 164th mile he was not in the least fagged.

THE English military authorities seem to have queer notions as to the capabilities of the cycle. Witness the remarkable tests called for in the late heats at Aldershot. Speaking of these tests the *Cyclist* says: "As a practical cyclist, we fear that the military authorities who have the use of the modern cycle in view as an arm of the service have started with erroneous views of the capabilities of the machines they desire to employ. The military cyclist who, when engaged upon a momentous and important duty (whether of scouting or dispatch-carrying), attempted to ride over the course or the obstacles set up as tests on Friday would be worse than mad. We know nothing of war tactics, but we do know something of the capabilities of the modern cycle, and believe us, O ye Mighty Ones of the War Office, cross-country running isn't one of them."

A CORRESPONDENT, who signs himself "1097," goes for the Raven and his spoke theory. This is scientifically expressed, but as near as we can get at his meaning, he expressed neatly, that we so bunglingly tried to in our last issue: "Please have your scientific editor draw his blue pen all through such painful crooks as the Raven's last, in you issue of 21 October. Those who know anything about mechanics, know the angular velocity of a revolving wheel is alike at all points, that all points equally distant from the centre, have the same velocity about the centre, and that a point on the periphery of a rolling wheel describes a cycloidal curve, with a constantly varying linear velocity, parallel to the surface. Therefore, we dislike to have such articles dished up to us, especially when revamped from an article going the rounds of the daily press. I am sorry the doctor wasted a plate for such a cause."

AN effort was made to have Temple and Maltby appear before Her Majesty the Queen, but for some reason or other Victoria did not care to witness the proffered exhibition. This is too bad. As an advertising value it would have been great to have announced that "by special command (i. e. request) Messrs. Temple and Maltby appeared before Her Majesty and a whole lot of Dukes and

"Dukesses" at Balmoral Castle. The royal head on several occasions was observed to nod approval three distinct and separate times, and trustworthy witnesses aver that they heard the royal vocal organs murmur the word "bravo!" It is understood that the Queen will confer the "Order of the Pearl Shirt Button" on Temple, and on Maltby the "Order of the Tin Pepper Box." Now how nicely that would read at the bottom of the posters, and how royalty-hating Americans would have flocked to see the happy mortals on whom royal eyes had beamed, royal lips approved, and on whose swelling bosoms glittered the order of the "Button and Pepper Box." Oh, yes; it would have been a drawing card in democratic, equality-loving (?) America. We will wager sovereigns to red coppers that if W. J. Morgan could have secured an audience with the royal lady he would have fixed things so that the whole danged American team would have been invited to stay at Windsor for a couple of weeks, and who knows but that the Senator might have had the Premiership offered to him on the first convenient opportunity.

A PLEASANT occasion indeed, and one long to be remembered, was that which took place Thursday evening, Oct. 27th, at the residence of the bride's parents on Burchstead court. Mr. William A. Rowe, the well-known wheelman, and Miss Alice B. Ayres of this city, formerly of Portsmouth, N. H., were united in marriage by Rev. A. A. Moore, of the Central Congregational Church. The impressive Episcopal service was used. The event was witnessed by the immediate families and a few intimate friends. The bride was dressed in a Gobelin blue ottoman silk, trimmed with ottoman plush. In her corsage she wore a bouquet of 21 souvenir roses, emblematic of each year of her life. The presents to the newly wedded were profuse and rich. Among the large number was a silk plush parlor suit, presented by Placide Herbert, an elegant hand-painted china dinner set from the Pope Manufacturing Co., oil paintings, and all the articles which are usually presented on these occasions. Mr. and Mrs. Rowe departed to take the train for New York amid a shower of rice. They will spend two weeks away, and on their return will reside at 85 Maple street, where they will receive friends. The young couple have the best wishes of a host of friends and admirers, to which are added the congratulations of the *Bee* and a multitude of bicyclists.—Lynn Bee.

A REMARKABLE performance was executed by Maltby, of the American team of bicyclists, at present in Aberdeen, Scotland, Monday, Oct. 17. Maltby, in presence of a large number of spectators, rode upon a one-wheeled cycle along the wall of the North Pier. His progress from the point of the pier to its upper end was one which showed exceptional daring and skill. During the journey a boat was in attendance in case of the rider losing his balance, and falling into the sea, but fortunately he accomplished the surprising feat in an astonishingly short time, without a single hitch. The following day, Mr. W. S. Maltby rode on a unicycle from the lighthouse on the North Pier along the sea wall to the upper end of the pier, which is the second time he has accomplished the feat. While working his way along the top of the sea wall, Maltby and his machine were photographed by Mr. Morgan, Market street. There were about 300 people present, who gave the daring and skillful cyclist three ringing cheers when he finished his feat. Maltby was dressed in light racing costume, so as to be able to swim, in the event of his falling into the sea, and Morgan, Temple, and Woodside were at hand to give assistance, in the event of its being required. A bet of £5 was on the feat, which of course was gained by Maltby.

A VERY exciting scene was witnessed one day last week in the south of London. Mr. Sydney Lee, of the Kildare B. and T. C., was travelling slowly along the highway on a tricycle, when a one-horse wagonette, containing altogether six men and three women, was driven straight at him, and he had just time to throw himself on the footpath when the cartwheel went over his machine, smashing it up in the most wholesale fashion. Mr. Lee ran after the wagonette, and seized upon the back, whereupon one of the men struck him. Being a particularly powerful man, Mr. Lee, who was a little soured—shall I say? by the incident, went for the horse's head, and, half pulling him round, made a spring at the box seat. As he did so, one of the men bent over to strike him, and Mr. Lee, catching him by the collar, pulled him out, and he fell on his head in the road, where he lay insensible for some time. Springing up, the enraged cyclist hurled one of the remaining two on the box into the body of the trap, and the other, saying it wasn't his fault, gave up the reins, and Mr. Lee drove the now thoroughly cowed party to the neighboring police station, picking up *en route* the fallen brave. In consideration of the damage done to the latter, Mr. Lee consented to accept full compensation in lieu of charging the men, two of whom broke down and became almost tearful. It will be a long time before they interfere with an athletic cyclist again.—*Sporting Life*.

## HOLLINGSWORTH AN EASY WINNER OF THE 24-HOUR RACE.

THE result of the first annual 24-hour race, held under the auspices of the WORLD, was a surprise to every one, in that Hollingsworth managed to shake his competitors so early in the game. The story is briefly this: At precisely 3.13, A. Kennedy-Child, officiating as starter, gave the word, and away went the men. The first round, the men all rode together, with Neilson in front. The first round was made in 1.31 (the length of course is 20 miles, 2552 feet). Rhodes stopped for three minutes, but he soon managed to catch up with Hollingsworth and Neilson, and so the trio jogged along together, at a comfortable gait, Neilson and Hollingsworth finishing the second round at 6.30. During this trip Hollingsworth came down a cropper, but no harm was done; Rhodes in seven minutes later. On this round all three men took a rest and a bite of something. On this round Neilson took a header, striking his knee, thus virtually putting him out of the race, and so he stopped. Hollingsworth thought they were "all out," and so leisurely pedalled along. He soon became aware that he had a competitor left, as Rhodes dashed up alongside, and away went the pair at a good clip. The faster pace proved to be child's play for Hollingsworth, while Rhodes, arriving at the Faneuil House at 9.50, even with the former, showed signs of distress, much to the chagrin and amazement of his friends. Every effort was made to induce him to proceed, but he would have none of it. In the meantime, Hollingsworth was just beginning to feel chipper, and so, after a pause of three minutes, he pulled out, with Berlo for pacer. Feeling that he had it his own way, he took things very easy, finishing the 102 1-2 miles, in the not remarkable time of 8h. 9m. Just about this time Neilson had been prevailed on to carry on the war, and no sooner did Billy Rhodes find that his stable companion was on the way, than he would also go. This, however, was their last lap, and after having gone round once, nothing could get these two men on a wheel that night again. It was an off day for the Victor team. Sam continued to amble round at a very easy gait, but at the termination of the eighth lap, having covered 163 3-4 miles, and being then over eighty miles ahead of Neilson, and sixty ahead of Rhodes, the judges and referee decided to call Hollingsworth off, and give him the race. He finished feeling so fresh that it was patent that he had not been pushed one bit. He stopped at 2.54 A. M., so the time for the 163 3-4 miles is 13h. 39m. Up to 2 A. M. the weather was fairly good for record riding, but after that hour, the wind increased, so that by sunrise it was blowing a gale from the northeast, cold enough to freeze a red-hot stove. If we had been fortunate enough to see Hollingsworth with competitors who had put him along, some big time would have been shown. The officers who had kindly officiated were: Dr. W. G. Kendall, referee; judges and checkers at the Faneuil House were Geo. L. Haynes and R. E. Bellows; checkers on Craft street, F. G. Gibbs, H. A. Lienhard, and Mr. F. N. Storrs. At the turning point at Wellesley we had a tent, and at that point, and along the road to Needham Plains, we ourselves took charge, and were ably assisted by W. S. Doane and J. G. Dalton. There are only three points on the whole course that it is possible to cut, and these points were most zealously guarded.

## THE HOUR AND 25-MILE TRICYCLE RECORD BROKEN.

On Monday October 17, at Coventry, Messrs. Allard and Oxborrow broke several of the existing records for tandem riding. The pair were the previous holders of the best times up to ten miles; but from eleven miles upwards they established a new set of figures. The pair completed 20 miles 715 yards in the hour, 21 miles occupying 61 min. 43 seconds. The previous best time for this distance was Mr. and Mrs. Smith's 67 min. 1 3-5 sec. Below we give the time of records taken:

11	-	-	-	-	-	-	-	-	-	0 32 13
12	-	-	-	-	-	-	-	-	-	0 35 10 2-5
13	-	-	-	-	-	-	-	-	-	0 38 9
14	-	-	-	-	-	-	-	-	-	0 41 6 2-5
15	-	-	-	-	-	-	-	-	-	0 44 2
16	-	-	-	-	-	-	-	-	-	0 46 58 2-5
17	-	-	-	-	-	-	-	-	-	0 49 50
18	-	-	-	-	-	-	-	-	-	0 52 48 4-5
19	-	-	-	-	-	-	-	-	-	0 55 54 2-5
20	-	-	-	-	-	-	-	-	-	0 58 51 2-5
21	-	-	-	-	-	-	-	-	-	1 1 43
22	-	-	-	-	-	-	-	-	-	1 4 45
23	-	-	-	-	-	-	-	-	-	1 7 50
24	-	-	-	-	-	-	-	-	-	1 10 51 1-5
25	-	-	-	-	-	-	-	-	-	1 13 42 4-5

Our suggestion to the gallant youth of England to fight shy of Mr. and Mrs. Smith's performance was evidently not in time to prevent the attempt. Allard and Oxborrow rode a Marlboro' Club.

## HILL CLIMBING.

COLLEGE HILL, Providence, was the scene of a climbing contest last Friday. It was a competition of Stars, and the exhibition was an exceedingly satisfactory one. College Hill is the "Corey" of Providence, and every ambitious cyclist has made more or less successfully attack on same. The result of the contest is as follows:

(1) T. Lakey,	-	-	-	-	-	-	-	-	1.13
(2) W. Lakey,	-	-	-	-	-	-	-	-	1.20
(3) W. C. Campbell,	-	-	-	-	-	-	-	-	1.30 1-4
(4) H. Worrall,	-	-	-	-	-	-	-	-	1.31 1-2
(5) C. E. Monroe,	-	-	-	-	-	-	-	-	1.38
(6) C. J. Campbell,	-	-	-	-	-	-	-	-	1.42
(7) John Carr,	-	-	-	-	-	-	-	-	2.03 1-4

Mr. W. J. South acted as timer, and he had to do some good running up grade, so as to time the start and finish. The prize, a handsome silver cup, given by Mr. H. F. Campbell, was awarded Mr. T. Lakey. \* \* \* [Will our informant please give grade and distance from start to finish of the College Hill course?—Ed.]

## THE SAFETY RECORDS FROM 6 TO 20 MILES GO.

AT Coventry, on Wednesday morning, Oct. 19th, A. P. Engleheart lowered the world's safety records from six to twenty miles. The day was perfect for record-breaking, and with Buckingham, Allard, Oxborrow, Brown, and Chambers as pacemakers, Engleheart rolled off his miles as follows:

MILES.	M. S.	PREVIOUS BERT.
1	- - - - - 2 51 3-5	
2	- - - - - 5 47 4-5	
3	- - - - - 8 41 2-5	
4	- - - - - 11 39 4-5	
5	- - - - - 14 36 4-5	M. S.
6	- - - - - 17 34 4-5*	17 46 2-5
7	- - - - - 20 30*	20 49 3-5
8	- - - - - 23 31*	23 46
9	- - - - - 26 27 4-5*	26 43
10	- - - - - 29 24 2-5*	29 34 3-5
11	- - - - - 32 24*	32 52
12	- - - - - 35 20*	35 54
13	- - - - - 38 15 1-5*	38 55
14	- - - - - 41 16*	41 54 2-5
15	- - - - - 44 20*	44 55
16	- - - - - 47 20 3-5*	47 53 2-5
17	- - - - - 50 21 1-5*	50 48
18	- - - - - 53 27 3-5*	53 44
19	- - - - - 56 22 3-5*	56 39
20	- - - - - 59 16 4-5*	59 27

\*World's records.

Distance in the hour, 20 miles 474 yards. Engleheart, as usual, rode a Brooke's rear-driving safety, and now holds all safety records from one to twenty miles, his previous best performance from ten to twenty miles having been made on a "Kangaroo" on August 27th, 1886. The timekeepers were Mr. G. Illston (official timekeeper N. C. U.) and Henry Sturme (Cyclist), Mr. S. Golders (*Bicycling News*), as usual, scoring the laps.—*Bi. News*.

## THE MEASUREMENT OF OUR TWENTY-MILE COURSE.

THE greatest care has been exercised in making the measurement of this course exact. Starting from the Faneuil House, eastern door, and leaving the yard by the western entrance, the course leads down Washington street to Oak Square to Tremont street, the first mile post is reached on the right hand side, just beyond the cluster of houses standing on the left of that street. Thence along Tremont to Park, Vernon and Richardson, the second mile post is just this side of where Richardson bends to the left to take street crossing railroad track. The third mile post is at foot of telegraph pole on corner of Watertown avenue and Crafts street. The fourth is on Waltham street, some 200 yards beyond where Crafts turns into Waltham. The fifth is in West Newton, at the foot of a large tree about 200 yards beyond the railroad crossing. The sixth is on Washington street, at the foot of a lamp post just before the gas house is reached. The seventh is right in Lower Falls, and is placed on the left hand, opposite Ward street. The eighth mile is about one-eighth of a mile this side of Grantville Centre, and the ninth is 150 yards beyond the railroad signal post, which stands right on the edge of the highway. The 10th mile is on Wellesley avenue, after the turning point, and is about half a mile beyond, and half way down the little hill just before turning into Great Plain avenue. There is no particular distinguishing mark to place

the 11th and 12th miles, but the 13th mile is on the first corner on right hand side of Highlandville street, after turning at Needham Plains. The 14th post is at Highlandville, on high bank just a trifle beyond, and opposite the school house. The 15th mile is 300 yards this side of the Charles River bridge. The 16th mile is opposite cemetery, about 200 yards before reaching Boylston street. The 17th is in Newton Centre, about 300 yards before the turn into Beacon street. The 18th mile is one-third of the way up the second hill on Beacon, before reaching Hammond street. The 19th is at a point just beyond the narrow roadway between the reservoirs (no stake placed here). The 20th mile is 370 feet south of the end of asphalt walk on Chestnut Hill reservoir, and the distance from this post to starting point is 2552 feet, via Chestnut Hill avenue.



THE IVEL TANDEM.

THE cut heading this article represents the "Ivel" tandem, on which Messrs. Mills and Tingey made their remarkable record of 301 miles within the 24 hours on the road. We present it to our readers because the form of three equally sized wheels has always been held by us the coming and true type of the successful tricycle. We have always insisted on the necessity of the large front wheel and smaller drivers. That this type, or a very near approach to it, we are more than ever sure will be the style of the tricycle of the future. When we look back on the 50-inch drivers and 16-inch pilot wheel we do not wonder that scoffing people avowed that the tricycle had no future. We can remember how the first 40-inch drivers ever imported, and which we owned, was looked on askance by the knowing ones, and how diminutive they appeared even to our eyes. Now we look at the 40-inch wheels as being somewhat big, and whether a 36-inch driver is the minimum for use on American roads is still a problem. That the tendency still is to reduce the drivers and increase the size of the pilot wheel, is proven most conclusively. The great success of this little tricycle with 30-inch wheels all round, and the fact that the rear-driving safeties are so easy running, also prove that the small wheel is the proper thing, except in instances where sand is deep, and in such cases we would advise the would-be wheelman to content himself with the use of shanks' mare or the legs of a four-footed beast, as means of covering the ground. The above cut will explain itself, and will show the simplicity of the frame and general construction. As to the exact size of the wheels, we cannot at present lay our hands on the necessary data to speak positively, but we are under the impression that they are all 30 inches. To say that the wheel weighed something under seventy pounds, and yet carried these two heavy men at the rate of some 13 miles an hour over roads, speaks volumes as to the excellence of the workmanship and material.

## THE 24-HOUR RECORD OF S. G. WHITTAKER.

WE had to hold our paper in order to give the certificates of officials, as given below, in Mr. Whittaker's great ride. We cannot give the story of the race this week, but we shall next. We have

also written for some information bearing on the matter, all of which will have our full attention next issue:

CRAWFORDSVILLE, Ind., Oct. 28th, 1887.

WE the undersigned, officials for Stillman G. Whittaker in his 24-hour bicycle ride, against the road record of 305 miles made by A. A. McCurdy, do hereby certify to the best of our knowledge and belief, that said Whittaker covered 323 miles in 23 hours 50 minutes 35 seconds: Referee—Wm. F. Schroeizer. Judges—E. H. Comer, C. E. Gilbert, E. H. Cowan, M. D., Lou Lee. Timers—C. L. Rost, M. H. Insley, Fred T. Brown; T. W. Eck, extra timer. Checkers—Checker 25-mile post, W. B. Ramey; checker 27 1-2-mile post, Harry C. Hughes; checker 4-mile turn, R. K. Krout, Jr.; checker starting point, Milan Overton. Starter—W. E. Rosebro.

Start, Oct. 27, 1887, 1 P. M.

MILES.	H.	M.	S.
50 - - - - -	3	00	17 2-5
105 - - - - -	6	44	22 1-5
155 - - - - -	10	39	40
210 - - - - -	15	11	33 2-5
260 - - - - -	18	34	42 2-5
315 - - - - -	23	12	37 3-5
323 - - - - -	23	58	35

We the undersigned, official timers, certify that the above time is correct.

FRED T. BROWN,  
M. H. INSLEY,  
C. L. ROST,

(T. W. ECK, extra timer.)

MAYOR'S OFFICE,

CRAWFORDSVILLE, Ind., Oct. 29, 1887. }

To all whom it may concern:—This is to certify that the above-named gentlemen, who officiated as timers, judges, etc., on the occasion of Stillman G. Whittaker's attempt to beat the road record of three hundred and five miles, Oct. 27-28, 1886, are all reputable citizens of Crawfordsville, and are reliable and trustworthy in every respect.

BYRON R. RUSSELL,  
Mayor of Crawfordsville.

STATE OF INDIANA.

Montgomery County.

WM. B. RAMEY and Henry A. Ramsbrook being first duly sworn upon their oaths, say that they carefully measured the entire course over which Stillman G. Whittaker made his twenty-four hour bicycle run, which he began at 1 o'clock P. M., on Thursday, Oct. 27th, 1887, and that the distance so measured by them is correct, to the best of their knowledge and belief.

WM. B. RAMEY,

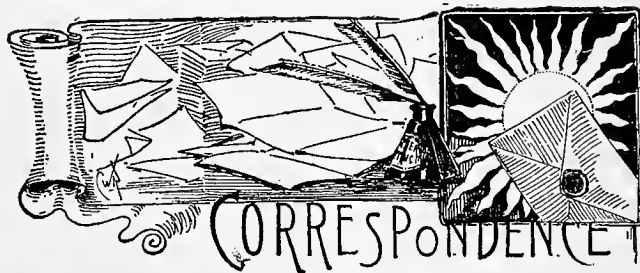
HARRY A. RAMSBROOK.

Subscribed and sworn to before me this 29th day of Oct., 1887:  
WILLIAM T. BRUSH, Notary Public.

I hereby certify that I appointed the above-named chainmen, W. B. Ramey and Henry A. Ramsbrook, to measure said course, and believe that they did their work honestly and correct.

E. S. SIMPSON, Civil Engineer.

Oct. 29th, 1887.



## HERE ARE TWO REMEDIES.

Editor *Bicycling World*: I would say in reply to Mr. Fisher, that the reason that most wheels do not track is caused by the neck falling heavily against the side of the slot in the head, and can be remedied and made to track by taking the backbone from the forks, placing the neck in a vise and bending sidewise till straight, which can be told by applying a straight-edge, or putting in place and sighting from large wheel to small; if there is a twist in neck, straighten by twisting. If it is in the rear forks, as it sometimes is, it can be made to track by putting a piece of flat steel through the rear forks and wheel, and twisting till straight.

JAS. A. SPEAD.

## WE TAKE A TRIP.

ABOUT a week ago the editor was sitting in the reading room of No. 36 St. James avenue, cogitating on the woes of this life, the thorny path of cycling editors in general, and the particularly thorny condition of his own especial path. There is no doubt but that there was a cloud on the brow of the editor, and it lightened very little by virtue of his thoughts, until the simultaneous advent of the Doctor, Papa and the Kid brought a little sunshine into the editor's heart. "We are off for a trip to Middlesex Fells to pay Mr. and Mrs. B—— a visit, in their camp at Spot Pond, and we want you to come along." We had the pleasure of Mr. B——'s acquaintance, and as the suggestion was presented to us, we involuntarily began to hum the refrain:

"We'll all go a-cycling to-day, etc."

Why this gay little song should present itself to the editor's mind on the mentioning of Mr. B——'s name, we cannot for the life of us say. "We will give you five minutes to put on your togs," quoth the Kid; so we hustled into our nondescript costume, yclept a cycling riding suit, and were waiting at the door before the lazy trio were ready to go. Ye editor has "an eagle eye," and he uses it, too, so when he discovered that Doc was riding a machine minus a bolt in a place where "de" bolt ought to be, he announced the fact, and thereby caused Doc to indulge in unseemly language, at which, Kid, Papa and ye editor were much scandalized. The unparalleled skill for which Doc is notorious, enabled that worthy to pilot the incomplete machine to Porter's station, without breaking his neck.

At Porter's a halt of five minutes was called, and Doc, after due diligence and search, aided and abetted by an hostler, found a carriage bolt, which, by driving in tight and snug, made the machine sound and staunch. Just after leaving this point, the editor found he had left his oil can behind, and so turned about to retrace the few yards and secure it. The party waited for him, and Doc made some remark about the can, that raised the ire of the editor. From being mildly sarcastic, they became boisterously abusive. Papa and the Kid "poured oil," but alas, there was no water to smooth, instead there was a raging fire, and so the oil added to the flames. Hotter and hotter grew the discussion over that measly little oil can. In fact, so hot had it grown, that the paint peeled off of the houses as they rode by, and an unfortunate chicken that passed, "by chance," had all the feathers singed off, and was cooked to a cinder in a twinkling. The Kid and Papa, by means of arguments in the shape of bricks and other missiles managed to quell the riot, and avert a conflagration. Reason once more asserted itself and shame perched on the red cap of the editor, while remorse and a very dry throat, prompted him generously to invite the crowd to "step into the Mystic and take sumfin," an invitation that was accepted with a celerity that could only be equalled by themselves. Here the editor and Doc pledged renewed and undying friendship, over a bumper of Bass, much to the disgust of Kid and Papa, who saw in future quarrels future Bass's. All was calm and peaceful as a May day, until arriving at Malden, when through the lack of knowledge as to proper route, by Kid, and the wrong direction given us by a cross-eyed and evil-minded infant of the female persuasion,\* we wandered over grades and surfaces comparative only in their degree of vileness. On nearing the top of one of these precipices we heard a yell, and looked up just in time to see Kid's form disappear with such abruptness as to leave his hat suspended in mid air. "He is dead," we shouted with one accord, but no; we heard his cheery voice warn us: "Say, you fellows had best get a good grip on your brakes." Investigation proved that Kid was unhurt: he had fallen on his cheek. Papa concluded not to negotiate the hill, *a la* toboggan, and so, after consulting the C. T. C. hand book, to find out if there was any rule laid down, to extract him from such a dilemma, he calmly (and of course with dignity) grasped a telegraph pole with one hand, and his machine with the other, and thus gained the lower level. The Doc still had rankling feelings over the oil can feud, and so he suggested that the editor "could float down, as his head was so light and gassy," a remark received with the silent scorn befitting it. So down the telegraph pole they both slid. Once more on the right track and away for the camp. The editor got a "hot box" before they arrived, and the Doc, out of contriteness of heart, got off and walked along also. "Here we are," said Doc, "and now for a jaunt through the woods of half a mile;" and so on these two trudged, until a break in the woods revealed a flash of white canvas, giving us notice that camp had been reached.

A beautiful spot it proved to be. Tall pines, with the ground free from undergrowth, the grass sloping gradually down to the pond, and a pretty, pebbly beach; high rocky banks on either hand, surmounted with luxuriant growth of maple, beech, and pine, in all the glory of the autumn foliage. The camp itself consisted of two tents, one with side walls, and one without. From the peak of one of the tents, the "meteor" flag of England floated. All, and more, of the conveniences and comforts that one expects camping, were to be seen

on all hands. That a lady was the presiding genius in that spot was made evident by the presence of work baskets, pretty cushions, and lounging chairs, and last, but by no means least, by the lady herself. Two fine dogs were lazily sprawling about; a sail boat lay in the pond, fastened to the pier, and a gun was leaning against a tree, "handy, in case any game strayed that way." We had been taking all this in, and much more, when our olfactories were saluted with odors sweeter than those of "Araby, the blest," as they told of cooking, and our appetite was in accord with the hint to sense of smell. Soon round the festive board we gathered, and though the Kid did pay the most assiduous court to the "Loving Cup," the rest of us managed to get a good pull at it semi-occasionally, to our great satisfaction and content.

Too soon the time came for the visitors to turn their faces Bostonwards, but all good things must have an end, and the visit to Mr. and Mrs. B——'s camp was no exception. Our host and hostess accompanied us to the highway, and soon we were speeding homewards. Doc and Kid "lit" out, as they had engagements, so Papa and the editor plodded along, as becomes age and sedateness, arriving at the club house seventeen minutes after the scorchers. It will be of interest to note that Mr. and Mrs. B—— have been camping out on the shores of Spot Pond ever since the first of June, and a jolly time they have had. The thanks of the editor are due to the trio who "took him on," and to Mr. and Mrs. B—— for an extremely pleasant outing.

## THEN AND NOW.

In days of old, full many a time  
You've heard it told, in prose and rhyme,  
How down the street a wheelman came,  
And chanced to meet his beauteous flame  
Just where a pup in ambush lay,  
To tip him up upon the way,  
And make him wish that he was dead,  
While gyrating upon his head.  
In days of old  
You've heard it told.

But nowadays, it's otherwise,  
The safety craze new joy supplies;  
The boulders lose their terrors grim,  
Stray cans and shoes are naught to him;  
He laughs at rocks, he kicks the pup,  
But, in the end, things even up;  
For, as his maid he gayly greets,  
Some unwashed urchin always bleats—  
"Hi, look at der big man on der melosipetes!"

PEDALS.

## TRADE NOTES, CLIPPINGS, AND ALL SORTS.

MR. WILHELM, of Reading, Pa., made a gallant effort to reduce the Lancaster pike record, from Paoli to Fifty-second street, Philadelphia. The present record was made by Mr. Schwartz, of Reading, Oct. 13. Wilhelm failed to touch the record by about six minutes. A tremendous head wind prevailed, and considering this fact, the time made was creditable.

MR. DANIELS, trainer of Sam Hollingsworth of the Columbia team, went over our twenty-mile course last Sunday, and gives it as his opinion, that, after a rain, it will prove one of the fastest courses in the country. There is no doubt but that if two or three little stretches of from one-quarter to one mile long (about two miles in all) could be improved, it would be the fastest course in the country, that is, for a twenty-mile stretch.

CHARLES WHITTIER, of Lynn, is quite an ingenious individual, and he has been experimenting in making a wheel according to his own ideas. We saw the machine out at Brighton last Sunday. It has much the appearance of the Star.

GORMULLY & JEFFERY call attention this week to several of their road records made a year ago. The Dingley 100-mile record, made on a Roadster, is also pointed out as proof of the easy running qualities of the "Champion."

THE "future of the ordinary" seems to be a theme of pressing interest among English wheelmen. For our part, we shall be pleased to pour the oils of our wisdom on the troubled waters, by assuring our transatlantic brethren that the ordinary has a very healthy future. Only one thing, and that is the introduction of the rear-driving safety, puts the nose of the ordinary out of joint, inasmuch that the latter will no longer hold indisputable sway as the only machine, as it has up to this time.

THE Irish Cyclist and Athlete takes on itself thus to comment on the failure to run the 1000-mile race: "THE BICYCLING WORLD'S 1000-mile road race fell through. The amateurs (save the mark!) composing the Columbia team, struck for higher pay, which Col. Pope refused to give, and this led to the collapse of the whole affair." With all due respect to our Irish contemporary, we do not see what "save the mark" has got to do with it. The C. and A. is woefully out on American affairs, if it supposes the "Columbia team" are posing as amateurs.

MIDGLEY took a big ride on his Springfield Roadster the other day, the 63 miles of tough road between Worcester and Lynn being run by him in the excellent time of 5 1-4 hours.

THE manufacture of medals and badges is represented at the Massachusetts Mechanics' Fair building by Mr. John Harriott of No. 3 Winter street, Boston, Exhibit 270. Mr. Harriott stands at the head of designers and manufactures of this specialty, and the handsome display here made is worthy of his reputation. Four large medals, each about eight inches in length, formed of gold of different colors, and ornamented by enamel of various colors, form an elegant centre for the elaborate display of medals, badges and pins of every description. Mr. Harriott also shows several sheets of the designs, which have won for him a reputation second to none.

McCURDY is out West, and 'tis said that a man by the name of Tom Rowe (no relation to W. A. R.) is ready to make a match for Mac to ride Percy Stone, for any sum from \$100 to \$1000 a side.

THE Rudge Company have taken a new departure, and have formed themselves into a regularly organized stock company with a share capital of £20,000. The name of the concern under reorganization is "The Rudge Cycle Co., Limited." Mr. Woodcock, so long connected with the active management of the Rudge works, has retired, though the prospectus says he is willing to give the new directory the benefit of his experience and co-operation gratuitously. The shares are now on the market at £5 each, to be all paid in by the 1st December. Additional works are to be erected, and every effort made to increase facilities for supplying the foreign trade as well as the home.

AT the annual meeting of the Springfield Bicycle Company, held last Saturday, it was decided to change the main office of the company from 19 Pearl street to 147 Washington. Board of Directors elected for the ensuing year: Benjamin S. Lovell, J. L. Yost and J. B. McCune; J. B. McCune President and J. L. Yost Secretary.

WE never knew what comfort in coasting and negotiating rough roads was until we mounted one of the Victor safeties. It is a grand machine for one who does not like to be bumped.

MR. SHURMAN of Lynn made an attempt to "do" Greenwood's Corey Hill record last week. He felt quite bad that he "only" rode up twice and two-thirds; but when we learned that the Springfield Roadster he made the attempt on was geared to over 70 inches, we congratulated him on his achievement.

THE Springfield Bicycle Company have decided on the pattern of wheel they will place on the market for 1888. They have already made great preparations to have a large stock to meet the demand of the public. They will make the present well-known wheel with parallel bearings, and will also make a machine with ball bearings all round.

THE Reins and Whip is a publication that the lovers of horse-flesh cannot afford to be without. It is full of practical suggestions and hints as to the care of horse and dog, and gives the latest wrinkles in the line of vehicles.

THE Coventry Machinists' Co. capture another wreath of laurel and glory in the tandem record of Oxborrow and Hale in their 20 to 25-mile record ride lately. The successful attempt was made on a Marlboro' Club weighing 49 pounds and geared to 70 inches.

HOWARD A. SMITH & Co. have a new Rudge Bicyclette in their window, which attracts a great deal of attention.

"At the Piedmont Exposition, Atlanta, Ga., Oct. 21, 1887, the American Light Champion was awarded the first prize and diploma, and also received first prize for Champion Roadster, Light Safety, boy's bicycle, girl's tricycle and child's tandem, competing with the Columbias, Victors and New Rapids. CLARENCE H. SMITH."

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Ohio.—Alfred Ely, 573 Prospect street, Cleveland.  
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Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.  
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.  
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Wyoming Territory.—C. F. Wassung, West Springs.  
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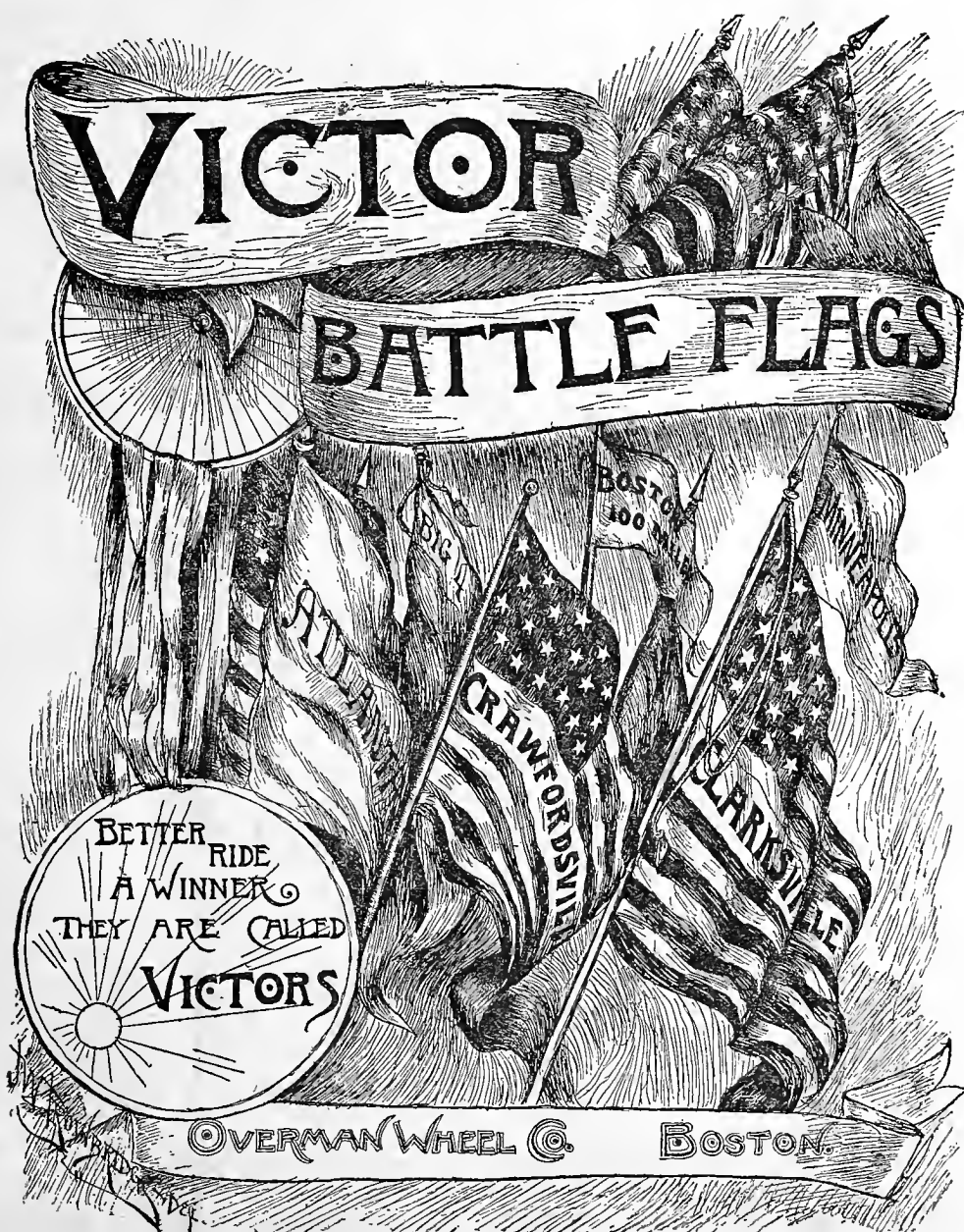
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BOSTON, 11 NOVEMBER, 1887.

Volume XVI.  
Number 2.



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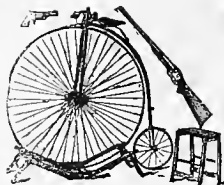
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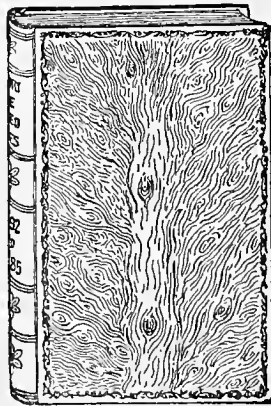
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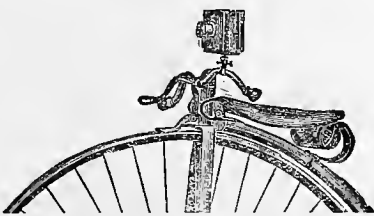
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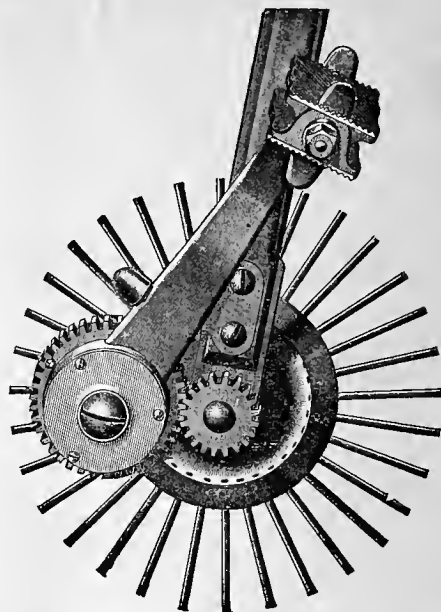
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Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 11 NOVEMBER, 1887.

THE season of 1887 is practically closed. The manufacturers, importers and dealers have now struck their quiet time, and the racing men have as a rule put their wheels away, and are busy discussing the events of the past, and making plans for the season not yet born. We do not propose to dwell long in retrospect at this particular time, but we cannot but notice one or two features that have made the season of 1887 remarkable. Path racing interests have fallen to a very low ebb, and we regret to say that proprietors of specially made tracks have had a disastrous experience. Racing on the road has grown in favor, in consequence of which two parties, so to speak, have been formed; one that favors this form of sport, and one that conservatively believes that road racing is not a proper form, because it is not technically legal. That this question will assume still greater importance in the near future, there is no doubt. There have been some changes in the importing trade, and undoubtedly there will be more before the season of 1888 opens. The year 1887 is also remarkable in that it saw the close and satisfactory adjustment of one of the bitterest legal contests ever known in cycling history, the same year saw the opening of another fight in the courts, and the final adjustment of which is still pending. At an early date we propose to enlarge on the narrative of cycling during the past season, covering the sport and trade in all its branches.

THE State of Illinois has for the past week been a spot, towards which all the country has turned its attention. The fate of the anarchists has been one that has excited almost everyone, and by the time these words are being transferred from the type to the paper, the fate of these seven misguided creatures will be sealed. There are other things in Illinois that are just now exciting the attention of cyclists, not of such grave moment as that of Spies and his confreres, but still of more than passing interest and importance to cyclists at large. We refer to the action commenced against the City of Jacksonville, Ill., because the authorities refuse to interfere with the rights of wheelmen on the highway, and the arrest by the authorities of a cyclist, who was riding on the streets of Anna, Ill. When we consider that these suits are conducted by men who call themselves lawyers, we pause in amazement, as we think of the dense ignorance displayed by these limbs of the law. A very little investigation would show these lawyers (?) that the highways and streets of the land cannot be closed to riders of the cycle. Bicycles

and tricycles have time and time again been adjudged vehicles, and riders have been made amenable to the laws that govern the use of vehicles on the highway: nothing more or less. In view of the fact that the Park Commissioners of progressive New York had to have this idea driven into their heads, we suppose we ought not to wonder that the legal fraternity of Anna and Jacksonville should be in darkness as to the established rights of wheelmen. Would it not be well for the League to collect all decisions in similar cases, have them printed in some cheap form, and sell them to the Divisions at cost? From time to time, as occasion required, and cases were decided, additional sheets could be struck off, and furnished in the same way. Still further, why not devote the pages of the *Bulletin* to printing such decisions for as many issues as necessary, so that the extra cost of setting type would not fall heavily, as an expense on the treasury. We wish the Executive Committee would take this idea into serious consideration. The copies of the *Bulletin* containing these decisions would be invaluable.

## HERE IS WORK FOR THE ILLINOIS DIVISION.

THE following correspondence will explain itself. We can, however, add our assurance to City Attorney Yates that he need not fear any dire results from such an outrageous suit. We have called the attention of the Secretary-Editor to this matter, and we have no doubt but that such a mass of legal decisions and rulings will ere long be in the hands of the Jacksonville City Attorney that our friend, the "road hog," will get cold comfort in the suit he brings. We have taken steps to get such information together, and it behooves all good wheelmen to turn in and assist Mr. Yates in getting all the legal points he may need in putting a quietus on the suit brought by the densely ignorant citizen of Jacksonville, Ill.:

JACKSONVILLE, Ill., Nov. 4, 1887.

Overman Wheel Co., Boston, Mass.:

Gents—Our city is being sued because it does not prevent bicycle riding in the street. Please send us list of all judicial decisions known to you or your legal advisers bearing on question of legal status of bicycle as vehicle, &c.

Very truly,

RICHARD YATES, City Attorney.

BOSTON, Nov. 7th, 1887.

Mr. Richard Yates, 237 West State street, Jacksonville, Ill.:

Dear Sir:—Your letter of Nov. 4th startles us. We did not suppose that even towards the southern part of Illinois there was to be found a community so dense in their vision, or so thick-headed, as to undertake to rule bicycles off the streets. Certainly the only thing you need to do is to give them time to cool off; to open their eyes. Surely such a case would never come to issue.

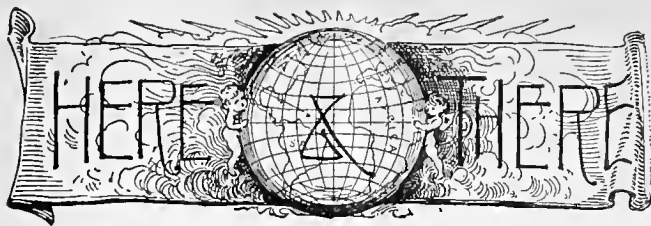
Bicycles and tricycles have right of way on the highways throughout the country, except Jacksonville. In no single instance, so far as we are informed, has a suit similar to the one proposed, been successful; and the bringing of such a suit can only be accounted for by dense ignorance.

We would like to ask the perpetrators of this suit for their definition of the highway: To whom the highway belongs? What manner of vehicle is permitted on the highway? what color of paint shall be used? Would a tricycle be permitted on the highway if an ox were attached to it, either before or behind? May a man wheel a squeaking wheel-barrow through the streets? Are baby-carriages permitted? Children with hoops to roll? What shall be done when a man, for his own convenience, pulls a buggy through the streets?

In the meantime, we will gather up some of the evidence in the case and send you. Very truly yours, OVERMAN WHEEL CO.

It has been suggested, from an excellent quarter, that the WORLD give some handicap races of 20 or 25 miles for amateurs alone next season. We propose to give some short road races for amateurs during 1888, but whether they will take the form of handicaps, we cannot just now determine.

THE *Radfahn Humor* is the name of a German comic paper. In a late edition there is a sketch giving the suggestion to cyclists of how to tour during the winter months. They represent a cyclist dressed in proper manner, with Tam O'Shanter cap, and knapsack, all *en regle*; the touring cyclist is depicted, mounted on a home-trainer, plugging for dear life, whilst a boy is seen at a winch handle behind the canvas of a panoramic view of the Lake of Geneva and the Castle of Chillon steadily turning on the rotary scenery.



## WASHINGTON NOTES.

## "RAMBLER."

W. E. CRIST, the amateur champion of so many records, is thinking of following the example of Vanderbilt, in donating the Grant trophies to the government, to be exhibited in the National Museum, and contributing his numerous prizes for so laudable a purpose. He has enough of them to evoke a very creditable collection, and I am certain they would attract as much attention as many of the articles now exhibited.

"GIVE a dog a bad name and it will hang to him," is an old adage which is strongly exemplified in the title of the "Cycle" Club. The name of this organization is the "Washington Cycle Club," but in its early days, the desire to be concise led to the dropping of the Washington, in speaking of it, and it ought to be known as the Cycle Club. As all bicycle clubs are necessarily cycles, the title is rather too general to suit some of the members, who have tried hard to engraft the full name; but it is hard to change old customs, and it will, no doubt, be the "Cycle Club" to the end.

At the recent regular meeting of the Capital Club, the plans of the amusement committee for the winter season were submitted and approved. The previous entertainments of this club have been of a high order and given great satisfaction, and this season's programme is looked forward to with pleasureable anticipation.

PETTENGILL, "our Pet," as he is familiarly known, has tendered his resignation of the Presidency of the Cycle—no, beg pardon—the Washington Cycle Club, which he has so successfully held for several terms. It is hardly probable that it will be accepted, as to leave Pet out of the Chair, would be like the play of Hamlet with the melancholy Dane omitted.

## PITTSBURG and VICINITY.

## "DUQUESNE."

SIX sorry specimens were Messrs. Seidell, Murray, Smith, McGowin, Steifel and A. C. Banker, as they plugged along the road Oct. 30, in the cold. They were out for "centuries," but nary a hundred did any of them make. The roads were poor and the wind was fresh; but this mattered not; it was the thermometer that used 'em up. In spite of heavy gloves McGowin had one of his fingers frost-bitten. Steifel and Banker had to pedal down the "Horse Shoe," on the Perrysville; McGowin and Smith got off and walked to get warm; Seidell and Murray started on their 100-mile run, but Murray quit at 35 miles on account of a break; Seidell rode over 80, and rather than continue on alone in the cold, cold world, hunted a stove at a roadside inn. If conditions had been favorable there would have been six "centuries" made that day.

Hicks ("Flying-start Charlie") and Eck against the universe. They should formulate their views and forward to the L. A. W. Committee on Revision of Constitution and By-laws.

THEY tell me that Tarentum has the fever; Banker's riding school is doing a heavy business, and in the near future those who cannot ride wheels will be ostracized by good "sassiety."

THE Banker brothers rode to Harmony and return, and doubled up some on the Butler plank, on Nov. 3. Their mileage for the day was 116. This is probably the last of the centuries for this season.

ALL riders of the Star bicycle will be sorry to hear of the death of Mr. Smith, of the H. B. Smith Machine Co. His name will always live in cycling history as the manufacturer of a unique, serviceable and distinctively American machine.

WILHELM defeated Schwartz in a five-mile race, Nov. 4, in 16.45. This is supposed to settle the long-disputed question, and we hope it does. We understand that this is Wilhelm's last year on the path. He may, like other stars, do the farewell, "positively last performance, &c.," again next year, but is hardly likely.

THE Allegheny Cyclers expelled three of the delinquents at their

last meeting. Why they plucked three and let the rest off is inexplicable to us. One of the parties who was expelled once held the highest office in the gift of the club, and we think it would have redounded more to the honor of the club to have remitted his dues and elected him an honorary member, or laid his case on the table, than did the action which they took.

WHEN they have a meet at New Castle they always want the Pittsburg boys to be sure and come up, and they'll make it pleasant for us. Well, we go, and they keep their word, and we always have an enjoyable time; but they never reciprocate. At our last meet there was not a New Castle man on the track. The referee was a member of the New Castle Wheelmen, but lives in Beaver Falls; is a member and past Captain of the Beaver Valley Wheelmen, to whom he owes his first allegiance. The question forces itself upon us: Are they making a convenience of us? Tell us somebody; Oh, tell us quick!

RECORD OF  
THE WEEK.

WHILE out in Wellesley the other night, checking the twenty-four hour contestants, we had some amusing experiences. One especially caused us to smile, and is really worth relating: We had obtained the kind consent of Mr. Kingsbury to erect a tent on his land at the junction of Wellesley avenue and Washington street, and consequently had taken measures to make our temporary shelter as comfortable as circumstances would admit. We had among other things procured a large kerosene lamp, which, when lighted, made the tent a shining and conspicuous object. At about 1.30 A. M., while we were outside, we were approached by an individual, who, by the unsteadiness of his gait, indicated that he had been imbibing too freely of *Sp. fermenti* in some form. He at once approached us, and with thickened speech, undertook to advise us that tramps and gypsies were not allowed to camp round in the good town of Wellesley. We assured him of our peaceful disposition, and that we thought the proprietor of the land would not have much objection to our temporary sojourn there, that we were tired and footsore, and we hoped he would not compel us to "move on." After considerable talk, in which we kept up the illusion that we were gypsies, we finally managed to mollify the self-constituted guardian of the peace so that he finally allowed that we appeared quiet and decent, and as the children and wife had, no doubt, retired for the night, he would let us remain for the night, but he further warned us that we must strike camp at dawn, and seek some other tarrying place. To say that it took all our powers to restrain explosive laughter, and keep a grave and humble mein during the discussion, but poorly expresses the tremendous effort to hold in. We watched the man as he wended his devious way, and when he was well out of sight and hearing, we gave vent to merriment, and the grin did not leave our features during the balance of the long watch.

RHODES rode a very plucky 100-mile race, considering that he had no outside aid.

THE St. Louis Cycle Club will take possession of the Natatorium building, and will fit same up as headquarters.

WE are glad to hear that Jack Rogers is back in St. Louis, and will get the *American Wheelman* out "regardless of dates."

MR. H. B. SMITH, of the H. B. Smith Machine Co., died at his residence in Smithville, N. J., last Saturday morning.

THE Ohio State 24-hour record has been captured by E. J. Douhet of the Cleveland Bicycle Club. The distance covered in 23h. 45m. was 190 miles.

THE St. Louis wheelmen will divide the joys of turkey-eating on Thanksgiving day, with the delights born of a paper chase. So also will the Boston Club.

Now that Greenwood has beaten Percy Stone, Belding is anxious to have a go at the former. The De Soto route will be the scene of the contest, if it comes off.

W. A. ROWE and Asa Windle were out at the Faneuil House last Saturday, watching the WORLD'S 100-mile road race. Rowe was the recipient of many congratulations.

IT is said that only two outsiders have ever climbed Son-of-a-Gun hill, near St. Louis. The two who hold that honor are Geo. Hendee, and a Mr. Gard of Louisville, Ky.

THE Victor team has disbanded, in fact, there was no "Victor team" in our 100-mile race; Rhodes entered on his own responsibility in that race, but he rode a Victor.

As a direct result of Tom Steven's sojourn in Teheran, Persia, it is stated that six machines have been imported, and are ridden, four by Englishmen and two by young Persian nobles.

THE *Wheel* had an accurate account of our 24-hour road race, but it slipped by heading the article "W. A. Rhodes the victor." The editor evidently did not read his copy carefully.

We judge that old Boreas must have been trying for record last Saturday. At some points in the course of the 100-mile race it was all the riders could do to make any headway against the gale.

GOOD-BYE to road racing for the season of '87 after this week. Our next "annuals" will be ridden during the month of August or September. November is too late for long long-distance work.

THE St. Louis Cycle Club and the Missouri Bicycle Club will fraternize this winter. The first of these joint entertainments will be a "Smoker," to be given by the St. Louisians to the Missourians.

It is funny how persistent the cycling press is in asserting that Kennedy-Child is going to be married. There is not a grain of truth in the rumor. K.-C. has no intention of doubling up at present.

THOSE who remember handsome, curly-headed Bob Cripps at Springfield, during the 1885 tournament, will be pleased to hear that he has so far recovered from his bad accident as to be out of the hospital.

CARMEN, of the Cambridgeport Bicycle Club, showed himself to be a good man at 100 miles. He stuck to the professionals like a thoroughbred for 90 miles, at which point he began to show signs of giving out.

FIFTY minutes inside the 50-mile tricycle road record, and only four miles to go, when the machine of Kennedy-Child broke down and spoiled his pie. It was too bad, and the genial Kid had lots of sympathy.

LAST week (Wednesday) A. A. McCurdy and Chicago's young flyer, R. H. Ehlert, ran a ten-mile race from Drexel boulevard and Cottage Grove avenue to Jackson Park and return. Ehlert won the race in 32.08.

ONE thing can be said in favor of our 20-mile course, and that is, only one man, Lyon, took a header during the whole 100-mile race. Hollingsworth and Rhodes did the entire distance without leaving the saddle once.

Wheeling has discovered a crack American rider by the name of "A. W. Rose," who holds all the world's records. Who is "Rose," anyway? We never heard of him. Perhaps *Wheeling* can put us on the path of discovery.

HOLLINGSWORTH will probably enter the six-day race at Minneapolis, to be given some time this month. If he goes, Charlie Daniels, his trainer, will see him through. Daniels has a great pride in the successes of his Indiana boy.

SOME bold, bad person, said the L. A. W. Pointer, of Oshkosh was dead. It may be so but if 'tis so, then a very, very well materialized ghost made its appearance the other day in our office, dated October, 1887, and numbered 7, vol. 1.

THERE is a writer out West who hails from Sheboygan, Wis., and signs himself "the Owl." Is he any relation to the New York bird? and we wonder if he can evolve any such original ideas as to "how handicapping should be done," as our wise bird of Gotham.

ANNA, Ill., is the scene of the latest "outrage." A Mr. Charles Goodman was arrested for riding a bicycle on the streets of that town. Mr. Goodman will fight the case to the bitter end, and we hope the League will be able to back him up morally and financially.

THE *Wheel* is whooping up the name of Jacob A. Cantor for the State Senate. Mr. Cantor worked heart and soul in the interests of the wheelmen and the Liberty Bill. The wheelmen of New York, therefore, propose to reciprocate, and work heart and soul for Cantor.

We adopted the colored sashes in place of numbers in our late races, enabling checkers to distinguish the riders as far as the eye could reach. We think we may use colored caps next season, in place of sashes. We recommend this idea to managers of all race meetings.

IN the six-days' race (eight hours a day) at Edinboro', Lumsden and Dubois were exactly even at 500 miles on Friday, at six o'clock. This, undoubtedly proved a very interesting race, as the two leaders were riding for blood. The other contestants were not within eighty miles of Lumsden and Dubois at the last advices.

THANKS Mr. Bassett, this is just what we aim at: "Recognizing the necessity for something in the way of system in the organization and carrying out of contests on the road, the BICYCLING WORLD is

promoting a series of races, which it is conducting with commendable attention to detail, and in a systematic manner."—*Bulletin*.

A CORRESPONDENT to the *Cyclist* urges the adoption of the old style brake on the rear wheel of bicycles. The inefficiency and danger of this obsolete mode of applying brake power is too apparent to ever come into use again. Much better dispense with the brake entirely, than depend on an attachment that is worse than useless.

It looks as though the anti-cycling element in New York city would not keep still, as it is feared that an effort will be made in the Legislature to pass a bill exempting the New York city parks from the action of the Liberty Bill. The effort will be futile, as it is hard to conceive on what ground New York city particularly, should be exempt.

PERCY STONE answers Whittaker's challenge, and deposits \$50 forfeit with Mr. J. A. Lewis of St. Louis. He is willing to meet Whit in the five races proposed, for any amount of money, and will race him at any time between April 1 and June 1, 1888, on such tracks as may be agreed on. Now, Whit, brace up, and accept the conditions.

"THE BICYCLING WORLD's 20-mile course was a good one, and its management of its races a pattern of its kind. Too bad that the idea did not develop early in October."—*Herald*. [Thanks for the compliment, and rest assured that the time for the next 24-hour and 100-mile races under our auspices will be run not later than September.—Ed.]

It is universally admitted by the members of the Columbia and Victor teams that the BICYCLING WORLD twenty-mile course is second only to the Crawfordsville, Ind., course. In view of the fact that dry weather and high winds had prevailed for two weeks prior to date of race, this admission is gratifying to us. With rain, we doubt if a better twenty-mile course, all things considered, can be found the country over.

You are right, *Sporting and Theatrical Journal*, when you say in regard to road racing: "Public opinion is sure to decide one way or another, before long. If road racing is as bad as some say, it will have to go. If it is as good as others say, it will become a permanent institution. It is believed that this question will be settled locally, just as many other half social, half political questions are being settled. Road racing will flourish where it is wanted by the public, and die out where it is not wanted."

KARL KRON is said to have smiled last Saturday, when he opened a marked copy of the *New Zealand Referee*, dated 7 October, and read this verdict of the antipodes: "There is no doubt that whatever has been said in way of praise of this book by the wheel literature of the world, is well merited. 'Ten Thousand Miles on a Bi.' has value, both to those who take an interest in cycling, and to the general reader, not only as a work of reference, but as a means of instruction, amusement and information. The dog's head is really a work of art."

THE *Spectator* does not seem to have many friends out west. The *Post-Dispatch* gives them this dig: "The *Spectator* says that a certain local wheelman must be the *Record's* St. Louis correspondent, because only he is mean enough to attack a certain St. Louis cycling editor. If meanness is the criterion for deciding the correspondent's identity, the charge that the *Spectator* men are furnishing the *Record* letters, is already established, as no one but the *Spectator* was mean enough to insult the entire Boston party that visited St. Louis last spring. That the insult was gratuitous, is shown by the *Spectator's* complete back-down. Certainly those who are mean enough to attack a body of visitors will not be too pure to attack an individual." Yes, and the WORLD was a "great, large, elegant" factor in securing that back-down.

"MR. LOUDEN, SR., also replied, endorsing Mr. Singer's remarks re keeping up Coventry reputation. \* \* \* The American-made machines, he said, were only found in the South and West, and in Mexico. He had little fear but that Coventry would still keep up its name and reputation." The above is from *Bi. News*, and we place on record our disbelief as to Mr. Loudon ever having said anything of the kind, and we go further and unhesitatingly assert that we believe that *Bi. News*, with its well-known mendacity, has deliberately placed these words in the mouth of Mr. Loudon, who is known to be an intelligent and well-informed gentleman. We are none the less aware that Coventry will still keep up its name and reputation as being unsurpassed in the excellence of its productions, but that does not necessitate the deliberate lie as conveyed in the italicized words.

Now that dear old wise bird, the "Owl," gets in his work and prates about handicaps, their disadvantages and the proper remedy. List, Oh list, to the wise words of Minerva's pet bird: "The only way to handicap and yet retain this feature is by a system of weight

carrying, corresponding with that practiced in running races with horses. In other words, instead of A allowing ten seconds or a hundred yards in the mile to B, let him give him so many pounds weight for the distance, and then let both contestants start from scratch at the same time. The carrying of the extra weight can be accomplished by attaching it to the saddle, and weighing the wheel before and after the race." We wot not but that the "Owl" has struck it, and we shall expect to see poor W. A. Rowe wobbling round the track under the extra weight of some 60 to 75 pounds, so as to allow his 3.20 competitors to have a show. We think the Owl's idea on excellent one, only we should like to move an amendment: Instead of making the man *carry* the weight, why not make him *drag* it? This method would have the double advantage of smoothing the track, and making things interesting for the fellows in the rear. Yet another idea (*any* thing for novelty). Why not have a patent attachment on a brake, by which so many pounds pressure could be applied on the tire, thus impeding the running of the wheel. We are chock full of suggestion on this same line as that of the Owl, and we have no doubt that with the hints we throw out and those of the bird of wisdom, "we two" shall be able to adjust this handicap business down to an allspice.

WE remark with the greatest pleasure that the first place in England "our" John L. Sullivan made for was Nos. 139 and 140 Fleet street, the headquarters of the C. T. C., and the office of Mr. Ernest Shipton. We are well aware that some will aver that Mr. Sullivan visited the office of *Sporting Life*, but we are sure that it was the preconceived idea of the management that these two great men, the foremost man man of England and of America, should be brought face to face at the earliest possible moment. A late cablegram gives us the particulars and incidents of this, the greatest meeting of the nineteenth century. It tells how Shipton, in a voice choked with emotion, urged on John L. the advantages of at once joining the C. T. C., the beauty and *originality* of the badge, and above all, the great prestige that John L. would obtain by becoming the bosom friend of himself, the Great E. R. S. It is said that the Boston pet is not voluble when emotion stirs his soul, and on this occasion we hear he made no exception, but gazing on the Secretary's face with a "longing, Lydia Pinkham look," he fell on Shipton's neck weeping, thus bringing this interesting interview to a sudden, and we fear, fatal conclusion.

WHEELMEN will regret to hear of the death of the Hon. Hezekiah B. Smith, which occurred at Smithville, N. J., on Friday, Nov. 3, the immediate cause being neuralgia of the heart. Mr. Smith was well and favorably known wherever wood-working machinery is used, and was always enthusiastic in promoting the cause of cycling. Mr. Smith was a New Englander by birth. He came to New Jersey about 1834, and owned at the time of his death the entire town of Smithville. He had served creditably as a member of the New Jersey Legislature, and leaves a host of friends. His estate is valued at about a quarter of a million, and by his will he provides that the large machine shops at Smithville shall be kept in operation for an indefinite period, and also that the income from his estate shall be devoted to the construction and maintenance of a school for the free education of young men in mechanics. The trustees appointed by him to carry out this design are Andrew J. Smith, Charles H. Chickering, E. F. Burns, Joseph J. White, B. W. Storey, G. D. Fields, Benjamin Crozer, Eayre O. Lippincott, George Lippincott.

"JAY PHOEBE"—if I've struck the right man—I'd like to have an answer to my last letter. I thought the postal would fetch you, but "nixey fetch." If I've missed the mark, there's no harm done.

THE Passaic County Wheelmen, of Passaic City, give a medal to the member of the club first making 3,000 miles in a season. Captain Romaine is the winner this year, the record at this date being as follows: Romaine, 3,075; W. D. Banker, 2,800; Fred Shuit, 2,300; Will Abbott, 1,500.

A GREAT howl has been made about Kluge riding on the Hudson County team. If Kluge was a four-minute man, no objection would be made, but the fact that he is as fast for twenty-five miles as any member of the "Alphabetical Association," makes it *very necessary* to "squelch him."

"As soon as a man becomes an expert, or a fast rider, fire him out of the amateur ranks," seems to be the idea entertained by some cycling enthusiasts. Well, gentlemen, if a man must be fired because he's fast enough to win prizes, why not apply the same rule to mechanics, and say that when a man becomes expert in a particular branch, and is thereby able to command a better salary than his fellows, that he should be ruled out of the trade.

THERE has been a "kick-up" and a "bust-up" in Trenton, and two clubs instead of one will be the outcome. For a long time, ill feeling has existed among the members of the old Trenton Bicycle Club, and last Thursday week it resulted in the disbandment of the organization. On the following night, however, one of the factions gathered and formed a new association, giving to it the old name, and articles of incorporation were immediately filed by the trustees. The opposition propose also to organize a club, and it will thereafter be nip-and tuck between them, for the honors.

#### THE 100-MILE TRICYCLE ROAD RECORD BEATEN.

FRIDAY, Oct. 21, C. W. Brown, of the North London T. C. and N. R. C. C., made a successful attack upon the 100-mile tricycle road record. The route selected was from the thirty-fifth milestone, one mile north of Hitchin, to the forty-fourth milestone three miles north of Shefford, then back to Henlow Crossing, and on through Biggleswade, Buckden, and Norman Cross, to the eightieth milestone near Peterborough, and back to Henlow Crossing, finishing at the thirty-sixth mile stone two miles north of Hitchin. The roads were in good condition, but the rider was troubled with a strong head wind on the outward ride. Brown was started at 10.30 A. M. by H. T. Whorlow, the timekeeper, and he finished at 6h. 1m. 46s. P. M. having accomplished the ride in the splendid time of 7h. 31m. 49s., and beating both Mill's and Webb's times. Brown was led from start to finish by pacemakers, all of whom did him good service, viz., W. C. Goulding and F. C. Brasnett, North London T. C.; J. Thresher, of Hollaway; and Messrs. Goodman, Rowe, and others, of Peterborough. Mr. Bidlake, C. T. C., assisted Mr. Whorlow at the finish. The machine ridden by the record-breaker was a "Wasp."

#### SAFETY RECORDS GO.

AT a comparatively early hour on the Coventry track, Oct. 19, A. P. Engleheart made a very successful attempt to lower the safety records from 6 miles up to 20 inclusive. The day was calm, and he had good pace making. He rode 20 miles 474 yards within the hour. His mount was a "Brookes" rear driving safety, which machine now holds all the world's safety track records from one mile up. Timing was done by G. Illston and H. Sturmeay. Below we append times, which are now track records for the safety:

MILES.	M.	S.
6	17	34-5
7	20	30
8	23	31
9	26	27-5
10	29	24-5
11	32	24
12	35	20
13	38	15-5
14	41	16
15	44	20
16	47	20-3-5
17	50	21-1-5
18	53	27-3-5
19	56	22-3-5
20	59	16-4-5

#### THE TRICYCLE RECORD FROM 21 TO 50 MILES.

OCT. 21ST F. W. Allard started to do the world's records on his "Marlboro' Club" for 50 miles. At 40 miles he was 9 minutes ahead of record, but at this point a severe attack of cramp forced him to slow down, and only by the exercise of the utmost pluck did he manage to complete the distance within record time. He succeeded, however, having some 6 minutes to spare. The record times are given below:

MLS.	H. M. S.	MLS.	H. M. S.
21	1 06 07	36	1 53 53
22	1 09 12	37	1 57 13
23	1 12 18	38	2 00 31
24	1 15 25	39	2 03 55
25	1 18 32	40	2 07 21
26	1 21 41	41	2 10 49
27	1 24 50	42	2 14 20
28	1 28 01	43	2 17 56
29	1 31 15	44	2 21 45
30	1 34 25	45	2 25 27
31	1 37 36	46	2 29 16
32	1 40 52	47	2 33 07
33	1 44 05	48	2 36 53
34	1 47 20	49	2 40 32
35	1 50 35	50	2 43 53-3-5

# THE 10 MILE ROAD RACE

AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 3 men each from the Maryland Bicycle Club, the Baltimore Cycle Club and Rambler Cycle Club, all of Baltimore,

Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

## New Rapid Bicycles.

### POSITION AT FINISH:

			TIME.
1,	H. L. Kingsland, Rapid Light Roadster,	- -	30.44
2,	Richard Whittingham, Rapid Light Roadster,	- -	31.03 1-5
3,	Walter Grescom, Rapid Roadster,	- -	31.03 2-5
5,	J. Kemp Bartlett, Jr., Rapid Roadster.		
8,	E. F. Le Cato, Rapid Light Roadster.		
13,	S. H. Shriver---fell---Victor Roadster.		

THE FIRST MAN IN WAS

H. L. Kingsland, Rambler Cycle Club, riding a

**NEW RAPID LIGHT ROADSTER**

In the marvellous time of

**30 Minutes 44 Seconds.**

The Fastest Time Ever Made in a Road Race.

SEND FOR CATALOGUE OF NEW RAPIDS.

**SAMUEL T. CLARK & CO.,**

**2 and 4 Hanover Street, - - Baltimore.**

# Good Men on Good Wheels

## PUT THE RECORDS WHERE THEY STAY.

It is about a year since Stillman G. Whittaker made the following set of World's Records on the Crawfordsville course, viz.:

**10 Miles in 29 Minutes 13-4 Seconds.**  
**20 Miles in 59 Minutes 35 4-5 Seconds.**  
**100 Miles in 6 Hours 11-2 Minutes.**

And these records have stood ever since, notwithstanding the fact that the competitive trade have done their utmost to acquire them.

While other manufacturers have built special wheels for this purpose, which differed materially from those they offered the public, all of our performances have been on the identical wheels listed in our Catalogue, and we claim, therefore, that they are remarkably significant, and demonstrate unquestionably the

**EASY \* RUNNING \* QUALITY \* OF \* OUR \* BEARINGS.**

Then that performance of Frank Dingley's on the Lynn Track:

**100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds.**

Being 25 minutes better than the American record and 11 minutes better than the English record. Quite a number of attempts have been made to lower this by other makers since, all of which proved to be failures.

We think the above is ample evidence to convince the most skeptical, and to efface any impression to the contrary caused by the false statements of our traducers.

Respectfully submitted,

# Gormully & Jeffery Mfg. Co.,

**CHICAGO, - - ILL.**

 Send for the last edition of our Catalogue.

### COREY HILL RIDDEN 4 1-2 TIMES WITHOUT A DISMOUNT.

HAL GREENWOOD will have to come back to Boston and get back—if he can—the record for the greatest number of times Corey Hill can be ridden without a dismount. Last Saturday Harry Sherman, of Lynn, mounted a Springfield Roadster bicycle, and in the presence of W. A. Rowe, Charles Whitten, J. B. McCune, and a dozen other cyclists, started to see how many times he could ride Corey Hill without a dismount. He had accomplished the wonderful and unequalled feat of negotiating it four and one half times without a dismount, when his handle-bar broke and brought the trial to an end. At this time it was evident that Mr. Sherman was good for at least one time more, but as it is, he and the Springfield Roadster have accomplished something that it is likely will not be beaten for some time to come.

### A WONDERFUL TANDEM RECORD FROM 26 TO 30 MILES.

DURING the remarkable attempt of Allard to cut the records for 50 miles on a tricycle, the *Cyclist* thus describes the wonderful ride of one of England's oldest and most respected riders. We quote the *Cyclist* account: "During the ride of Allard, F. S. Buckingham came out on a tandem with Major Knox-Holmes, 'just for a little ride,' as the Major put it, and, plodding till 25 miles were reached, they commenced establishing records from that distance upwards to 30 miles. The times, although nothing wonderful in themselves, established records which will probably never be beaten, the Major being in his 80th year, and likewise not in training. The united ages of the two men figure up to 115 years. A roadster 'Premier' tandem was used, and the Major expressed himself highly pleased with their ride, the last quarter having been done in 49s., which, as the Major informed us, was 'faster than he had ever ridden in his life before.' The times established as records are:

MILES.	H.	M.	S.
26 - - - - -	1	45	15
27 - - - - -	1	49	33
28 - - - - -	1	53	50
29 - - - - -	1	57	18
30 - - - - -	2	1	20

### WEST PHILADELPHIA ATHLETIC ASSOCIATION.

THE meeting of this association held last Saturday was successful, notwithstanding the strong west wind that prevailed. The bicycle events resulted as follows:

Novice race—(1) D. L. Douglas; (2) J. H. Crossley. Time, 3.25. F. E. Bechtold and J. G. Bradley were in the mile race for South End Wheelmen. The former won by twenty feet in 3.16 2-5.

A one-mile match race between J. J. Potter, of Camden, and H. C. Middleton, of Philadelphia, was won by the home representative, who showed to the front on the last lap by a very brilliant spurt. Time, 3.21.

I. Van Dusen had a walk-over in the mile race for members of the Tioga Bicycle Club. Time, 3.33 2-5.

The half-mile bicycle race for Philadelphia riders only, was won by T. A. Schaeffer, of the Pennsylvania Club, in 1.26 2-5; John G. Fuller, University of Pennsylvania, second; and I. Van Dusen, Tioga Club, third.

There were eight entries in the one-mile, three minute limit, but W. I. Wilhelm and H. B. Schwartz of Reading, and F. M. Dampman of Honeybrook, were the only starters. Wilhelm made the pace at the start, and held the lead until the fourth lap, when Schwartz showed a big burst of speed and finished first, Wilhelm second, Dampman third. Time, 2.58 4-5.

The event of the day proved to be the one-mile bicycle race for the 3.20 class. The ten entries were divided into two heats. The final heat found J. G. Fuller, H. Synnestdvelt and J. Van Dusen facing the starter. The men were well bunched for two laps, with Fuller having a slight advantage. Bechtold gained the lead in the third lap, and from this out it was a test of endurance. Fuller lapped Bechtold on the fourth lap, but it was only temporary. Both Synnestdvelt and Van Dusen spurted on the last lap and they beat Fuller in the last hundred yards. Bechtold won in 3.09 3-5, Synnestdvelt second, Van Dusen third.

J. J. Potter and H. B. Weaver, both of the Camden Club, had a spirited one-mile bicycle race, the former winning in 3.26 2-5.

The half-mile bicycle race for boys under sixteen years, was won by W. W. Taxis, who beat Murray Killiner, of Reading, in a close race. Time, 1.34.

T. A. Schaeffer, of the Pennsylvania Club; H. T. Harding, Vesper Club, and D. L. Douglas, of Reading, started in the one-mile bicycle race, 3.10 class. Schaeffer took a long lead at the start, and won easily. Time, 3.01 1-5.

J. G. Bradley, South End Wheelman, and I. Van Dusen, Tioga Club, were the only starters in the inter-club bicycle race. Bradley led for three laps, when Van Dusen spurted and took the lead. The pace was too fast for the latter, and Bradley easily regained the lead on the last lap and won in 3.15.

### THE BICYCLING WORLD'S 100-MILE ROAD RACES.

As we rode out toward Brighton early last Saturday morning, the atmospheric conditions were not at all unfavorable to road racing. The air was clear and sharp, with scarcely any wind. However, as the time for starting the men in the 100-mile race approached, the wind increased in velocity, until at 9.33, the time the men were went, it blew a cold gale from the west. The starting point for this race had been marked on Richardson street, Newton, 352 feet back from the two-mile mark, or about ten feet east of the hydrant on the right hand side of the street. The following men faced the starter for the 100-mile bicycle race: Samuel T. Hollingsworth of Russiaville, Ind.; William Rhodes, of Dorchester; Frank Carmen, of Cambridgeport; Fred Midgley, of Worcester; G. L. Lyon, of Lynn; and P. J. Berlo, of Boston. The starters in the 100-mile tricycle race were A. Kennedy-Child and R. G. Beazley. After W. W. Stall had photographed, the word was given, and the men meandered off at an easy gait. On rounding into Washington street, the gale struck them with such force that it was all the riders could do to hold their own against the cold blast and the clouds of dust. In view of the condition of things, we had abandoned all hope of record time, and our only anxiety was whether the men could hold out against such a tremendous blow. The first ten miles the wind was right in their faces, then for about three miles it blew them along, the last seven miles it quartered. No one seemed inclined to cut pace, until Lyon lit out and began to draw away from the other men, who were riding in a bunch. By the time Wellesley was reached, Lyon had a lead of a quarter of a mile, and the others then began to pump along at a fair gait. Rhodes soon got a good lead, and at one time on the second lap, was three minutes ahead of the second man, Hollingsworth, with Carmen a good third. Lyons, in the meantime, had shot his bolt, and had to get away down in the rear, "nowhere" in the race. The second lap was made quite fast, and was a settler for Berlo and Midgley, who dropped out. In the meantime, Hollingsworth and Carmen had caught Rhodes on the third lap, and these men rode in close company for the remaining distance up to ninety miles, at which point Carmen, who had shown excellent qualities, began to weaken and fall behind. Rhodes and Hollingsworth alternated in the lead all the way, and though Rhodes tried several times to leave the Russiaville man, he found the westerner sticking closer than a brother to his hind wheel. When it became evident that it would be a desperate race on the last mile, the excitement ran high, and Rhodes was named as the probable winner. It was pitch dark when the two men sped into the road between the two reservoirs, and the final effort was at once commenced. Faster and faster ran "Billy," and closer and closer came the Columbia man; each man was apparently doing his level best, but when near the granite gateway, Hollingsworth's friends shouted to him to make his effort, he responded in a way that took the breath away of his pacemakers and opponent. So fast did he run the last half-mile that his fresh pacemakers could not hold him, and though Rhodes responded to the spurt pluckily, he could not go as fast as Sam, who finished a good twenty yards in front of Rhodes, amid the greatest excitement. It was a splendid race, pluckily ridden by the three men, and splendidly won by Hollingsworth. The time was 8.14, not fast, but considering the tremendous wind, very good. Hollingsworth and Carmen rode Columbias, and W. A. Rhodes a Victor.

### THE TRICYCLE RACE.

Child and Beazley were sent off with the bicyclists, and for a time they kept right along with them. Beazley, however, had not gone far when he stopped, not being able to push his machine against such a strong wind. This left Kennedy-Child all alone, but he determined to keep on and see what he could do with the American records. But for the collapse of his machine he would have made havoc with the 50-mile American record, at any rate, as he was within four miles of the fifty-mile mark, with fifty minutes to do the distance in, when the axle of his semi-racer broke off short, thus destroying his chance of doing anything. It was a great disappointment to his fellow-members of the Boston Club, and it was worse than an aggravation to himself, as he had put in good work training, and he had a record well within his grasp when his machine broke down.

The officials were: Judges—G. L. Haynes and R. E. Bellows; referee—J. S. Dean; timekeepers—T. E. Lambert and F. G. Gibbs; checkers—H. A. Leinhard, F. G. Gibbs, C. W. Fourdrinier, and W. S. Doane.

## THE CLAIMED UNICYCLE RECORD.

W. B. EVERETT & Co. are in receipt of a dispatch from Denver, Col., which states that C. C. Hopkins made 12 11-16 miles within the hour, riding a 53-inch Apollo unicycle. Mr. Everett informs us that the particulars will be forthcoming by mail in the course of a week.

## NEW YORK AND NEW JERSEY INTER-CLUB ROAD RACE.

(Special Dispatch to the *Bicycling World*.)

THE fourth semi-annual road race of the New York and New Jersey teams' Road Racing Association on the Irvington-Milburn course, started at two o'clock yesterday (Nov. 8), and the Kings County Wheelmen again captured the cup. The individual prize was captured by Kluge, who made the twenty-five miles in 1h. 31m. 3 1-2s. At five miles he was 46s., and at ten miles, 1m. 25s. ahead of Stenken, who shortly after kicked a ratchet box out of his Star, and mounting another wheel, he finished in 20s. Harry J. Hall did not ride. Warner, of the Ilderans, fell and cut his head at the sixth mile, but finished. Smith, Hudson County Wheelman, broke his Star and finished on a crank. Baggott, Hudson County Wheelmen, fell and cut his knee on a spurt. In the Kings County Wheelmen: Knox, 1.42.45; Wilson, 1.38.52; T. J. Hall, Jr., 1.37.30; Marion, 1.43.29; 73 points. Brooklyn Bicycle Club: Todd, 1.43.19; Mead, 1.39.37; Williams, 1.47.47; Waters, 1.40.30; 65 points. Hudson County Wheelmen: Kluge, 1.31.03 1-2; Baggott, 1.42.35; Smith, 1.50.40; Stenken, 2.00.18; 52 points. Ilderan Bicycle Club: Bradley, 1.36.21; Schoefer, 1.47.36; G. L. Warner, 1.59.05; Clan, 1.56.50; 44 points. Elizabeth Wheelmen: Berry, 1.47.05; Bowman, 1.42.12; Gilbert, 2.00.22; Jenkins, 1.54.43; 39 points. Union County Wheelmen: Rhett, 1.50.00; J. E. Warner, 1.52.44; Burnet, 1.49.03; Farrington, out at 20 miles; 26 points. The Hudson County Wheelmen team rode under protest, and Kluge will not get first medal until Executive Committee decides the question. Cold wind blowing clouds of dust in the riders' eyes, with bad roads, kept the time down.

## THE STORY OF WHITTAKER'S GREAT RIDE.

LAST week we had barely time to print the certificates in this case, and this week we present the story of Whittaker's great ride. As intimated last week, we have written West for further information, which up to the present writing has not come to hand, and we fear will not reach us in time for this week's issue, as part of the information includes a draft of the course, giving cuttable roads, and how they were guarded. As this draft will have to be reproduced for printing in the paper, we fear that this issue will have to go without it. Now for the story as told by an eye witness:

"The start was made promptly at 1 o'clock P. M., the pistol being fired by Mr. W. J. Rosbro, City editor *Argus News*. At the crack of the pistol, Eck gave Whittaker a good send off, and in a short time he was out of sight. The officials were all carefully selected, and each man at his post on time. The weather was all that could be asked for, not a breeze was stirring. The night proved to be almost as light as day, and was quite warm, in fact, the weather could not have been better; it seemed as though Providence had done all it could for the plucky rider who had undertaken such a hard task. Each time he made the round trip he was received with cheers and everybody seemed to take great interest in his attempt. The farmers would drive their horses into the ditch to give him all the road, and they even turned out and raked the road in rough places. The bicyclists in from the town were astrid on the road at all hours of the day and night, as no one seemed to desire sleep.

One little incident happened in the early morning, which came near putting an end to this great performance. Something was seen running up the road; Whittaker remarked to Dingley, "there goes a gray squirrel." Dingley replied, "no, it's a skunk." Whittaker, not dreaming of the result, ran up alongside of it, and got his reward in full. When he came to the tent on that trip he had all the room he wanted. Eck would not change his clothes for fear of his getting chilled, so the poor boy had to go on with the same clothes on as before, consequently at 287 miles he was taken violently sick, and was about to cry quits; it seemed as though he could not go on. Dingley shook him up, however, got him started once more, and he held out pluckily to the end. About 12 o'clock Friday, teams, carriages, bicyclists, and pedestrians were seen heading towards the finishing point to see Whittaker come in. At twelve minutes past twelve he was seen coming over the hill; he was quickly turned round, and all hands made after him out into the country. Such a dust has not been raised round here for some time, the road being full of carriages, bicyclists and pedestrians. He rode out as far as the four-mile stake, when he was checked by Mr. Wm. Ovington,

who had followed him on his bicycle. Then every one made a scramble for the finish, but by this time a breeze had sprung up, the first since the start, and it blew directly in the rider's face, which made it hard pushing. At the top of the hill he had four minutes to spare, but his speed was gone, and he finished quite weak, crossing the line, having travelled the greatest number of miles ever made on the road in twenty-four hours. He was loudly cheered by the crowd, who surrounded the hack which bore him, Dingley and Eck to the hotel, where he was well looked after. He was in a thoroughly exhausted condition, and he had lost seven pounds during the ride."

SAXON.

## MANCHESTER BICYCLE CLUB ROAD RACES.

THE Manchester Bicycle Club held its handicap road race on Wednesday, Nov. 2, for the following prizes: 1st prize, gold medal, donated by the club; 2d, silver medal, donated by Chief Consul Bennett; 3d, cut glass berry dish, donated by Clint. A. Moore. The course was 6 11-16 miles, over the Mill Dam and Fletcher's Island road, starting and finishing at a point near the shoe shop in East Manchester. There were ten entries and seven starters, with the following handicaps: D. E. Price, 7 minutes; A. E. Eastman, 6 minutes; F. O. Moulton, 4 minutes; H. M. Bennett, 3 1-2 minutes; J. E. Newton, 3 minutes; C. H. Fish, 2 1-2 minutes; Moses Sheriff, scratch. Price's handicap was such that he kept out of sight of everybody, and easily won the gold medal. Newton, by good riding, passed Moulton, Bennett and Eastman, and captured the silver medal. Eastman, who proved the dark horse, took third prize. Fish passed Bennett a mile from the finish, and he and Moulton came in, the last mile together, being tied for fourth position. Sheriff was expected to take a prize, but took a bad header on a rough hill near the Mill Dam, and came in a badly used-up condition. Bennett was awarded the leather medal, to be won on all club runs. The following times were made: Newton, 34m.; Fish, 34.40; Price, 35.55; Sheriff, 36.00; Moulton, 36.10; Bennett, 36.15; Eastman, 37.15. C. D. Palmer was handicapper. Both medals will have to be won three times, in order to become personal property. Price was presented with a hat by H. M. Moody, and Newton with a pair of slippers by Philbrick and Webster. The club will hold a series of short races Thanksgiving Day. C. H. F.

## HARE AND HOUND'S RACE.

THE Boston Bicycle Club will give, on Thanksgiving Day, a hare and hound run, open to all cyclers. From the entries, one or two hares will be selected. Two medals will be given as prizes. Entries close Tuesday, Nov. 22, and may be made to E. G. Whitney, Captain, 36 St. James avenue.

## W. E. CRIST.

THERE is no doubt but that the man whose name heads this article is one of the most prominent of those who race in the amateur ranks, and any information in regard to the speedy Washingtonian, will be read with interest. A reporter of the *Washington Evening Star* has been collecting some facts in regard to Mr. Crist, a portion of which we reprint herewith:

Crist is not yet twenty-one years old, and the knowing ones say that no one can tell what he will do when he reaches his prime, and has been carefully trained. He has been riding a wheel about five years, but has been on the track only three years. His first race was in 1884, when he entered the three-mile novice in the spring races of the Capital Bicycle Club. He finished second to Webster, the star rider of Smithville, who was riding in his fifth novice race. Crist's performance on that day satisfied all who saw him that he was destined to become a speedy rider. He was the happiest boy in Washington, and to-day prizes the silver medal he won by getting second place more highly than any of the hundred he has since captured. From that time he has steadily improved. Now he is a young man five feet nine inches in height, weighing ordinarily about 170 pounds, in training less than 160, thoroughly athletic in build, and, above all, of excellent habits. He has the strength, the endurance and the confidence of a splendid racer. He is well developed throughout, without a weak spot about him; although, if anything, his legs are his best points. When he strips for a race the muscles of his arms and chest show up well, but his calves look like a bundle of whip cords, while the muscle just above the knee are abnormal in their development.

## THE CRIST SPURT.

All these good points combine to enable him to make his remarkable spurt at the finish, which has so often carried him to victory. No matter how hot the pace is, he is never so winded that he cannot go faster when coming down the stretch. The Crist spurt has dis-

heartened many a flyer who was confident that the victory belonged to him. Crist is generally satisfied if he can hold his man up to the last quarter. Then he lowers his head so that his nose almost rubs the tire, and spurts like a demon. Neither he nor anybody else can keep such a pace long, but he is generally able to keep it long enough to pass his man like a flash, and hold him back until the line is crossed.

#### AN OPINION OF A RIVAL.

Phil. S. Brown has ridden with and against Crist oftener than any other rider. He accompanied him in nearly all his racing tours during the past season, and he regards him as head and shoulders above all amateurs. "Crist's final spurt," said he to a *Star* reporter, "is the secret of his success. He never knows when he is beaten, and is, therefore, never too tired to make it. I have often tried to make the pace so hot that the spurt would not be forthcoming, but have generally failed. I have become used to it now, but the first time I met him on the track I thought I had the race. When in the last quarter, however, he passed me so fast that I felt as if I was standing still. I have since learned that the spurt is but of short duration, but it generally takes the heart out of a stranger, and he doesn't try to even hold him."

#### HIS DEFEAT BY RICH,

Although Crist is generally regarded as the champion amateur, he does not hold that title, for he was beaten in Cleveland in the one-mile championship race by Rich of New York. Crist himself does not think he was beaten. The majority of witnesses thought that the race ought to have been ridden over again, so close was the finish. Crist spurted in the stretch, and the two wheels crossed the line almost simultaneously, but the Washington boy was riding the faster, and a rod after the line was crossed he was a length or more ahead. A good many people think that Crist held his opponent too cheaply in this instance, and was not in the best condition. At any rate he showed superiority later by easily defeating Rich at Hartford in the mile race, and by leading him nearly a hundred yards in the five-mile lap race. He met Rich in four races, and won three of them. Another man who succeeded in winning a race from Crist this year was Powers, of Canada. Before closing the season, however, Crist endeavored to get up a match race between Rich, Powers, and himself, each to offer the championship prizes won by them as trophies, but neither would accept the challenge. The Washington flyer has won nearly a thousand dollars worth of prizes during the past season, and his room is adorned with pictures, clocks, and all kinds of decorative and useful articles which he captured, while a bureau drawer is entirely full of medals in cases.

#### CRIST'S RECORD.

His best mile was in 2.38 1-5, made at Roseville in the one-mile 2.45 limit race. During the season he has ridden in fifty races, winning thirty-eight first prizes, eight second prizes, dropping out of three handicap races, and having one fall which prevented his mounting his machine.

The following is his record: Woodstock, Ontario, four races, two winners, two seconds. Hagerstown, Md., three races, two winners, one fall. Championship, five miles, Washington, D. C. Baltimore, Md., five races, four winners, one second. Wilkesbarre, Pa., seven races, six winners, one second. Cleveland, Ohio, seven races four winners, two seconds, dropped out of one handicap. Roseville, N. J., August 20, four races, four winners. Williamsport, Pa., five winners. Hartford, Conn., two winners. Roseville, N. J., September 17, four races, three winners, dropped out of one handicap. Albany, N. Y., two races, one winner, dropped out of one handicap. Atlanta, Ga., five races, four winners, one second. Baltimore, one second.

#### A NOVEL BUSINESS CALENDAR AND STAND.

By far the most novel, convenient, and valuable business calendar for 1888, is the Columbia Bicycle Calendar and Stand, to be issued by the Pope Manufacturing Company of Boston, Mass. In this calendar a new departure has been made, decidedly unique, and different from any previous attempt in calendar construction. The calendar proper is in the form of a pad, containing 366 leaves, one for each day in the year, to be torn off daily. The leaves are five and one-half by two and three-fourths inches, and a portion of each leaf is left blank for memoranda, so arranged that the memorandum blank for any coming day can be turned to immediately at any time. The pad rests upon a portable stand, which takes up but little more room than the pad itself, and when placed upon the desk or writing-table the entire surface of the date leaf is brought directly, and left constantly, before the eye, furnishing date and memoranda, impossible to be overlooked. Besides the month, the day of the month, and the day of the week, the numbers of the days of the year passed and to come are specified, and upon each slip appears, as in the previous Columbia calendars, quotations pertaining to cycling from leading publications and prominent writers on both sides of the

ocean. The notable events in cycling are mentioned, and concise opinions of medical authorities; words from prominent wheelmen, including those of clergymen and other professional gentlemen; rights of cyclers upon the roads; general cycling statistics; records; the benefits of tricycling to ladies; information about costumes; directions for road-making; and other matter interesting to the public in general, and to the cyclist in particular, appear from day to day. In fact, it is an effective, attractive, and fresh cycling encyclopædia, crowded into convenient measure. A matter worth stating, is that all of the paragraphs are entirely new from previous years' calendars, and that, although there seem to be but little when read from day to day, altogether the items would make a medium-sized pamphlet, and, added to the collections of other years, a large volume—a collection of quotations which shows how popular and universal cycling is getting to be all over the world.

#### SOME "WERSES" ON THE RACES.

LAST Saturday evening after the 100-mile race, while wandering round the reading room of the Faneuil House, we picked up an old envelope on the back of which we found the following, written in beautiful chirography of A. K.-C.:

"I never knew a little trike,  
To glad me with its easy way,  
But when I came to push it hard,  
It was sure to go and break its bloomin' bally axle, and  
let me down when within easy distance of knocking  
a record."

[We cannot exactly admire the utter disregard of meter in the above, but it has a Walt Whitman flavor, that will, no doubt, please some. The tender pathos is undeniable.—ED.]

We were led by the finding of this gem, to see if we could not get our muse to grind out something tart, and we think we have succeeded, as follows:

Young Sammy came out from the West,  
And he said as he pulled down his vest:  
"Gee whizz! on my jigger,  
I cut quite a figger;"  
And he ran right away from the rest.

Here's another of the same delicate flavor:

The Colonel, he sat in his chair,  
And he lifted his hat in the air.  
When he heard of the race,  
And Hollingsworth's pace,  
He remarked, "Ah there, my size!"

[Unfortunately "poetic license" does not stretch far enough to admit that the last line rhymes, but as our regular poetical editor had gone out to fill the growler, we had to do the best we could.—ED.]

Still another suggests itself:

There was a young man of Dor-ches-tah,  
Who remarked, "I can vin on my Vic-tah."  
But though he was tuff,  
He stopped in a huff,  
And his 58-inch, it was left-ah.

Not wishing to be partial, we turned the crank once more:

There was a young man who ran third,  
(And all said that he rode like a bird,)  
Frank Carmen's his name,  
And he rode for pure fame,  
But the PRIZE he would much have preferred.

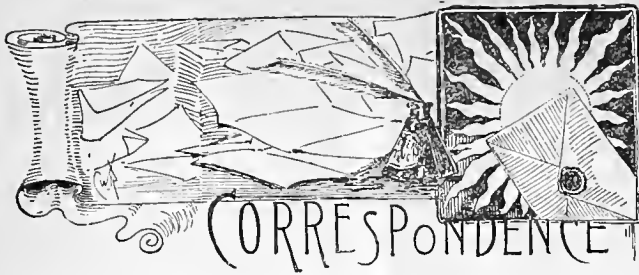
Still another twist:

A man nam-ed Lyons, from Lynn,  
Whose l—gs were exceedingly thynn;  
He led at the start,  
In a way that was tart;  
But in consequence of Boreas, dust, and a combination  
of circumstances, among which was his inability to  
ride fast enough so as to get to the 100-mile mark  
within the time limit of three weeks, he failed to  
score a victory.

[Again we miss our poetical editor, who has just gone down stairs to "see a man."—ED.]

And last, but not least:

The Referee's name it was Dean;  
But seldom, alas, was he seen;  
They looked in the bar,  
('Twas not very far,)  
And there they found Referee Dean.



## BENT BACKBONES.

*Editor Bicycling World:* In answer to Mr. Fisher's letter about crooked backbone and its remedy, I would say that if Mr. Fisher is not mechanic enough to know where to find the difficulty he ought not to be trusted with repairing same when found. If we all knew everything the world (no pun intended) would be ready for the millennium. The trouble is liable to be in any part of the machine, and generally can only be located by experienced observation. In some cases it baffles the oldest heads in the shop for some time.

In noting the charmingly egotistical way in which our friend claims that he "knows something about it," I would mention that I have been a rider for nearly ten years, and have been in the business almost all the time, handling thousands of various wheels, and yet strange to say, invariably find that I do not know as much to all appearances about wheeling as the riders who have ridden shorter times and gained large invoices of knowledge from paper and ink. By the way, will you kindly let me know how to mend my watch—the hair-spring has strightedened out? If I knew just where to bend it would be able to repair properly.

"INEXPERIENCED OLD RIDER."

## HOW TO LOCATE AND REMEDY THE BEND IN BACKBONES.

*Editor Bicycling World:* In reply to Mr. Fisher's query in your issue of October 28th, allow me to suggest the following method of determining why the wheels do not track: Lean the bicycle against a wall, and take a position in front of it, and lower than the centre of the large wheel. Place the nose in the plane of the wheel, with one eye either side thereof, and you can accurately see whether or not any portion of the backbone is in said line. If the wheel runs true and in the centre of the fork, it is evident that the forward end of the backbone is in the wheel plane. Now hold the wheel so that the middle portion of the backbone is in the said plane, and a glance will show whether the lower end is out or not.

To repair without tools, lay the bicycle down on the side toward which the lower end of the backbone is bent; place a block under the lower end of backbone and apply weight on central portion of backbone. If the bone be oval, better lay a piece of board on it so as to avoid the slight risk of bending it. The application of weight as directed will tend to lift the wheel from the ground, which tendency must be resisted until the neck bends back to the desired position.

If a strong vise is accessible, remove the backbone from the head, grip the neck firmly in the vise, and use the bone as a lever. The application of heat will cause it to bend more easily, and with less injury to the metal.

Backbones seldom bend; but side-wise bends can be detected by laying the bone on a plane surface and noting if both sides lie down alike. A table is a good surface, because the rear fork must, of necessity, project over.

If both neck and bone are straight, the fault may be in the head or rear fork. If in the head, it can be seen by sighting down the head in the plane of the wheel, and will usually be found where the fork side joins the head. Remove the wheel, grip the head in a vise, and bend each side back separately.

If in the rear fork, place a stiff lever through the fork while the wheel is therein, and twist until the wheels are in the same plane, which can best be determined by standing the bicycle on its head, and sighting from behind the small wheel, instead of from before the large one.

There are other methods of finding bends, but this is the handiest, and, like shooting a rifle, is capable of great perfection.

CHAS. E. DURYEA.

Washington, D. C., 5 November, 1887.

W. C. HERRING, the New York wheelman, is in London, studying medicine, at St. Bartholomew's Hospital.

## TRADE NOTES, CLIPPINGS, AND ALL SORTS.

MR. ELIOT TODD, of St. Louis, is off on a three-months' tour on a tricycle. He goes to Louisville, Atlanta and New Orleans, thence back to St. Louis by some other route. If Mr. Todd accomplishes this, he will hold the long-distance touring tricycle record for the United States. The distance travelled over proposed route will be in the neighborhood of 2000 miles. He will ride a two-track machine.

THE past month has been remarkable in the English record-breaking annals. First, Mr. and Mrs. Smith broke the tandem records from 21 to 25 miles, and now, Major Knox-Holmes, a gentleman of 80 years of age, with a companion of 35 years, establish the path tandem records from 26 to 30 miles. The last quarter of the 30 miles was done in 49 seconds.

THE Coventry Machinists' Co. seem to be piling up records for their machines lately as will have been noticed by referring to this week's issue and several late issues giving English records.

"It will, no doubt, be a novel thing to your readers to hear that the 'iron wheel,' the pride and glory of every true-hearted British rider, has been lately the cause of raising a religious discussion amongst the ecclesiastical authorities of the Jews in Italy. As it is well known, bicycles and tricycles are in great vogue in Italy, and they have been introduced as a speedy means of transport in the army, which contains a large number of Jews. Now, the majority of the Rabbis will not permit the Jewish soldiers to ride a machine on their Sabbath, arguing that a ride on a machine is a fatiguing exercise, and comes within the category of labor. The more enlightened of the Rabbis, of course, oppose this argument, from the standpoint that riding a velocipede, far from being a fatiguing exercise, is, on the contrary, a most pleasant one. Well, is it not curious that the dear, innocent cycle should be transformed into a block of stumbling to the Jewish Rabbis?"—*Cyclist*.

THIS is the way the Philadelphia *Item* looks at it: "This second New York snubbing business is but one step in the march of events towards the inevitable, and that inevitable is the evolution of strong self-governing State Leagues instead of one unwieldy, and therefore almost of a certainty ill managed, national organization."

WE hear that the Overman Wheel Co. will manufacture their own tricycles and safeties for next season, but that the Ames Co. will continue to manufacture their ordinaries, for a time longer, at least.

THE attention of manufactures is now turned to the question of how to overcome the chief fault of the rear-driving safety, namely, the difficulty of steering. That this fault will be overcome to a very large extent, there is no doubt. The latest claimant to having solved the problem is a Mr. H. Wilson of Quick Road, Cheswick, England. The details are not yet made public, but as soon as they are we shall catch on to them and give our readers the benefit.

THE King bicycle does not seem to materialize, although it has been promised for a long time. We now hear that Reber & Saich are to bring out a wheel of their own.

THE New York Bicycle Club shows a very good total mileage up to Oct. 31, it being now 22,432. They are anxious to strike the 25,000-mile mark before January 1st. Mr. E. J. Shriver shows up with an average of 31 1-2 miles per day, and J. O. Jiminis with 39.9-10 miles per day.

THE Philadelphia *Item* is talking up the idea of State Leagues, instead of a national organization. This may be all very well for the large States, but it will be death to such Divisions as Louisiana and California, for instance.

THE Long Island Wheelmen have gone into winter quarters, and very fine quarters they are. The new club house is situated on Bedford avenue. The house is a beauty architecturally, both outside and in. Luxury and excellent taste are evident in every part of the structure, and the Long Island Wheelmen can rest happy in the knowledge that they occupy one of the most convenient and beautifully appointed club houses in the country.

THE lady tricyclists of Providence do not like to give up the idea that they cannot have any more excursions, so as a final effort they determined to have a run last Tuesday. Starting from the club house at 8 A. M., they wheeled to "What Cheer Cottage," Roger Williams Park. The return was made to Providence in good season, and a collation was served the hungry riders at the club house,

THE Atlanta (N. J.) Wheelmen have done a wise thing in securing Mr. Charles Dickens to give a reading in Association Hall. This step ought to be one whereby the coffers of the Atlanta Club will be filled to overflowing.

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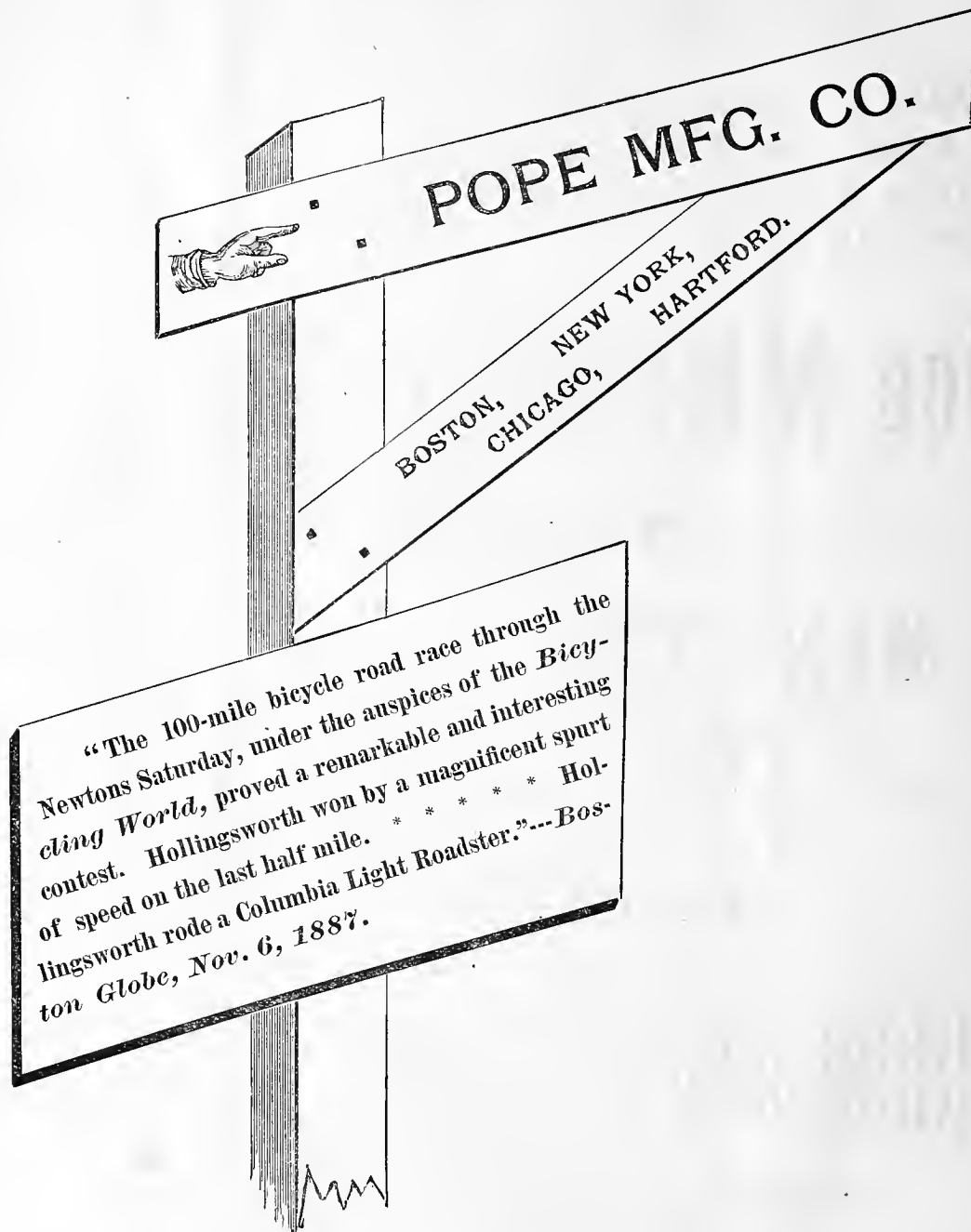
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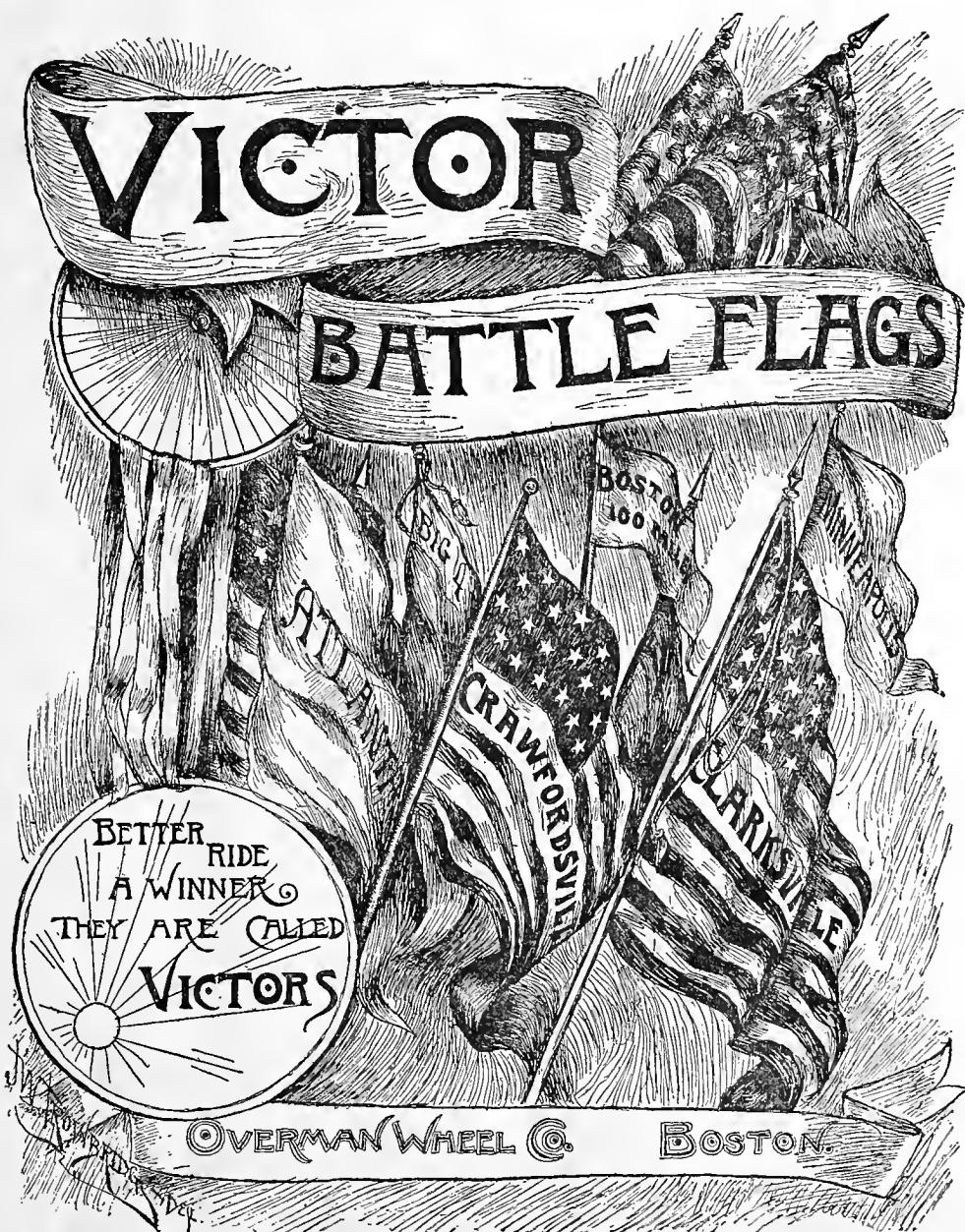
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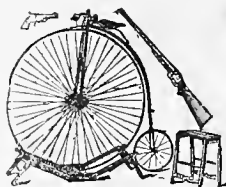
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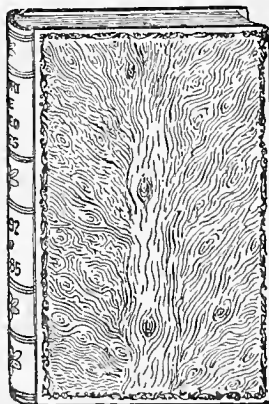
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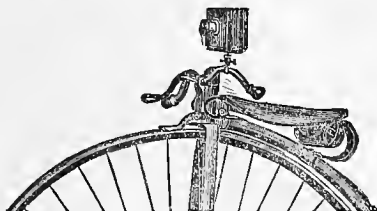
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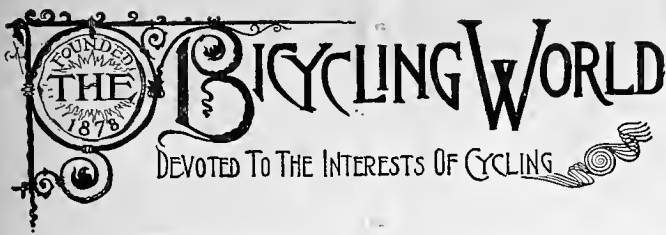
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J. S. DEAN.

BOSTON, 18 NOVEMBER, 1887.

WE are not pessimistic, usually, in the view we take of matters and things, but when we contemplate the possible visit of a European team next season, we are led to ask ourselves, "where will we have them race?" "Senator" Morgan has in view the bringing over an aggregation of European talent, but it behooves him to see if he can get tracks to race on. In the matter of the Lynn and Roseville tracks, a change of proprietorship may mean a change in the use of the land. This, however, is yet a problem, and we only hope that the new proprietors of these two tracks will be able to see it to their advantage to cater to the cycling element, and keep up the condition of the paths. The Springfield track will have been in disuse nearly two years, and two years without care, in this climate, practically means destruction. The advent of a half a dozen of the best men of England and Continental Europe, would do much to galvanize the lagging interest in racing, and we only hope that the Senator will be on hand with his team, that Rowe will not find the joys of domestic life so powerful as to forbid his appearance on the track, and that Springfield, Lynn and Roseville will be rescued from the shade of disaster and neglect under which they are struggling; so that the racing season of 1888 will be remarkable for its brilliant history in the United States, as the past year has been a record year for dullness and stupidity.

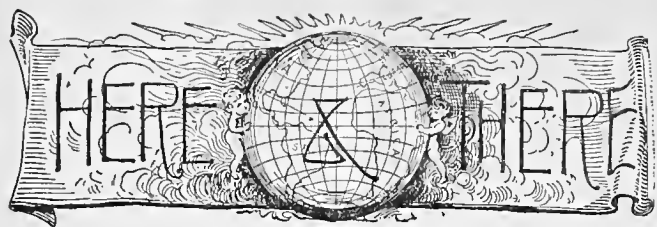
WE append below a decision rendered in the courts, which is right in line with the position the WORLD has held, that the League had a right to expel its members for any infraction of its rules. It always seemed to us to be a good law, which holds that any club or society can try under its own rules, and, if found guilty, expel a member who, in any way, has broken the rules of the organization of which he is a member. We may take exception to some rules as not being wise, just, or sensible, but if any man joins a club, the rules of which make the wearing of a blue necktie cause for expulsion, he must not growl if he is called on to pay the penalty of his rash act, without expecting the law of the land to step in and order a stay of proceedings. Here is the decision:

"A recent decision by Judge Barrett of the Supreme Court of New York in regard to the rights and duties of club members, proceeds upon the principles of common sense and of justice. A member of the New York Club, one of the chief associations of the kind in that city, was cited to appear before the board and show cause why he

should not be expelled. He was accused of having obtained, by a promise which he afterward failed to keep, payment for professional services rendered to the club, and also of prevarication and other questionable conduct in the affair at a later stage. Thereupon, the accused member, asserting that the board was composed of his enemies, brought a bill in equity, alleging that the charges against him are false, and praying the court to issue an order restraining the club from expelling him. The by-laws of the club, however, provide for a trial in such a case within the club itself, and under rules framed for that purpose. The plaintiff, therefore, when he joined the club, submitted himself to its jurisdiction, and cannot invoke the aid of a court without undergoing a trial according to the laws of the club. All that a court of equity can do, and so much Judge Barrett declared it will do, is to see that a member of a club, against whom charges are preferred, shall have a fair trial in accordance with the rules of the body."

THE racing man of the future will be an entirely different being from what we are at present used to. The training of the muscles and the strengthening of the wind will be absolutely ignored, and the brain will be the portion of the human anatomy that will alone receive attention. Brawn and staying qualities will be held at a discount, and instead of a contest of speed and endurance, which we poor mortals of low tastes still love to witness on the racing path, races hereafter will be conflict of intellect, a struggle between tacticians. We draw this delectable conclusion from the fact that Hillier preaches the doctrine of loafing and tactics as being the proper caper, and Prial says "Amen." We regret this much, as we shall miss the fine athletic forms usually to be seen at race meetings, and in their place we shall have to school ourselves to the unaccustomed sight of racing men displaying abnormally developed skulls, and painfully attenuated trunks and limbs. The development of breathing capacity, and of the *rectus femoris* and the *vastus internus*, etc., will, in the knowledge of the modern trainer, be as so much useless trash, but the study of phrenology will become a necessity in the education of ye trainer of the future. What particular traits will be required to make up the most successful loafer and winner (we suppose we should say *tactician* and winner) we cannot as yet determine. As our phrenological chart lies before us, we feel that we ought to try and give our readers some sort of combination whereby they could guide themselves as to what will go to make up a successful racing man of the loafing (we mean tactical) pattern. We must confess, however, to being entirely at sea as to what will be the correct make up of this prodigy of the future, but we can see that the components must include "casualty," "self-esteem," "secretiveness," and possibly "acquisitiveness." We think, however, that as the *News* and the *Wheel* have put there seal of approval on the loafing tactics, and the ban of their disapproval on the athlete, who vulgarly wins a race by grit and speed, they ought to furnish a waiting world with a correct list of "bumps" to be developed, and some method, other than by headers, of "how to develop." We bid a long farewell to the hearty, robust racing man of the past, and offer our hand in welcome to the dyspeptic, large-headed, scraggy-limbed racing man, who, in future, will dominate our racing paths *a la* Hillier and Prial.

THE Dorchester Club held a very successful progressive euchre party last Tuesday evening. Club members and their friends were out in full force, and six prizes were awarded the lucky winners. It is proposed to alternate progressive euchre with drive whist, every other week. This club will give a road race, five miles, for boys living in Dorchester, on Thanksgiving Day, starting from River and Washington streets, Milton, at 9 A. M., sharp. After this race, a hare and hound paper chase will be given starting from the same point. All cyclists are invited to attend. Hares to be selected at the start. On Dec. 15, the club will give a social at Lyceum Hall, Dorchester. Dancing from 8 to 12; Richardson's orchestra. Entertainment Committee—C. I. Drake, W. S. Doane, W. Clapp, W. S. Shellenbach, and H. Mears.



## WASHINGTON NOTES.

## "RAMBLER."

THE latest "fad" in tricycling in this city is the organization of a military company mounted on the prancing three-wheeler. Mr. A. F. Dinsmore, a very ardent tricycle rider, suggested the idea to the commander of the District troops of forming a company to join the District militia mounted on tricycles similar to companies now in the French and German armies, and receiving encouragement, a meeting was called to effect an organization. Quite a number of riders met and decided to form a social club, with the ultimate object of becoming a part of the military system. The usual committees were appointed to select a name, draft a constitution and by-laws, and the movement starts out auspiciously. The question as to whether bicycles or tricycles would be best suited was discussed, and the tricycles were in the majority, though it is possible that the bicycles may be added to due duty in cases of "watermelon" or "persimmon rackets," or in charging on the natural enemy—the road hog—when such valorous duty is required.

SPEAKING of persimmon rackets, Have you ever been on one? Presume not, however, as it is a fruit which does not grow much farther north than this. The persimmon, after being touched up by Jack Frost is rich and luscious, and is a great favorite with some of the Cycle Club boys—particularly Capt. Smith. Last Sunday a good half dozen of that club started out for a run to a new suburb known as Takoma. On the way out they met their Captain and mentioned persimmons, at which he immediately "about faced"—all movements are now made by military tactics—and promising to overtake them as soon as he could after changing his clothes for his riding habit—a "habit" he has when going on a run (N. B. This is not one of Bassett's puns!), they continued on, knowing he would not be far behind. The ground was reached and persimmons were found, and in a short time the tree was denuded of its fruit, and yet Smith had not arrived. A half mile farther on and the Captain overtook them in time to assist in stripping another tree. This one proved, however, not so good, and so the fellows generously allowed the Captain his full share, at the same time expiating on the richness of their first find. But Smith took the best to be had, and after making a good square meal on persimmons said he would like to "Take-home-a" (Takoma) basketful—but he had no basket. The run was much enjoyed, and good time was made on the return trip, as the hour for dinner was approaching. There was but one thing to mar the pleasure of the run—Newman *did not* take his customary header. [Our "punometer" showed signs of rising storm while our proof reader was correcting the above paragraph. We must ask "Rambler" to have a care, as our constitution cannot stand many such strains.—Ed.]

NEWMAN, of the Cycle Club, holds the record for the championship on "headers." He has already bankrupted two accident insurance companies, and now he is rated "extra hazardous," and agents give him a wide berth. Naturally a good rider, and a clever gentleman, he is most unfortunate, though, happily, his accidents have not been very serious, and as he is devoted to the wheel, have not yet frightened him off.

At the recent meeting of the Cycle Club, the civil service reform idea was carried out, in the promotion of the Vice President, "Lord" Burden, to the Presidency, made vacant by the resignation of E. G. Pettengill. The nomination was unanimous, as "Burdy" is well-liked, and he will make a good officer.

THE regular Thanksgiving Day run bids fair, if the weather is pleasant, to be a red letter one. The L. A. W. Division intend giving a general run, and have invited the Baltimore Wheelmen to participate, and as they are a lot of jolly good fellows, the occasion will be mutually pleasant. At night the Amusement Committee promise an improvement on the ordinary "Smoker," and the talent of the Division will be called upon to show off their acquisitions. The photographer and the "funny man" are both preparing their instru-

ments—of torture—and the friends of the afflicted will be notified in time to prepare themselves for the result.

TALKING with a prominent wheelman to-day, he says that the handsome club house of the Capital boys has been detrimental to their riding interests. The house is so attractive that the members prefer enjoying its pleasures to taking the long runs so popular in days past. It would seem that the interest in the path and track had waned, as at the recent races at Baltimore, in which Crist and Brown of that club entered, but a single member was there to throw up his hat for them, when they came in winners of a good race. After all the "old cone-bearing" days were not without their advantages, as then the wheel was in constant use, and good-fellowship and rivalry was paramount.

"How dear to my heart are the days of 'bone-shakers,'

When fond recollection presents them to view;

The runs that we had, and the headers and acres

Of ground we plowed up when our Columbia was new."

## PITTSBURG and VICINITY.

## "DUQUESNE."

PROBABLY one of the most shallow editorials it has been our fortune to read, is that in *League Bulletin*, Nov. 4, division of dues between the L. A. W. and the State Divisions. I want to say, that to the best of my knowledge, there is not a member in this vicinity that does not wish to see the State Division get a greater portion of the annual dues. In this same article we read that "No Division has had to abandon work for lack of funds." What does that show? In the case of the Pennsylvania Division it simply shows that the officers were not of such a limited mental calibre as to attempt any work when they knew to a certainty that the funds for its completion would not be forthcoming. The rest of the Divisions were probably similarly situated. This Division has been hampered this year, and, judging the future by the past, will not have any money for "junkets" next year. Let the League pay its way, and not halloo "junket," and refuse to turn money over to the Divisions that rightfully belongs to them. Anyway, if we should conclude to "junket," how would it effect the Secretary-Editor? It's our own money, and we are not under his tutelage, or any one else's that we know of. We have a right to spend it all for ice-cream and chewing-gum, just as well as to spend it in legislation for the benefit of wheelmen, or to give it to the League to spend for us. We have always favored the idea of giving the Divisions more, but perhaps,

"To observations which ourselves we make,  
We grow more partial for the observer's sake."—*Pope*.

"SHRIVER receives his quietus," remarked a wheelman this morning, after election, as he read of the George disaster. We would like to say something on this question ourselves, but are afraid that the editors will kick our "editorials."

A TIP to Star and safety machines: In muddy weather, pin a piece of paper to your coat; any kind of paper will do, but heavy wrapping is best. Have it long enough to reach from collar to saddle, and it will catch mud thrown up by driving wheel. It won't look pretty, neither does mud.

THERE is a unanimous desire to hear why Kluge was re-instated. There is no kicking about it; curiosity, that's all.

THEY are having the same trouble in the East that we are here, viz., a dispute as to comparative merits of ordinary and rover type machines on the coast. It should not be hard to settle. Unless the grade is very stiff we'll back the ordinary, but on a stiff bank (*bank is good*) the safety should have considerable advantage, on account of windage.

THE Allegheny Cyclers will have their last run for the season, to Wexford for dinner, on Thanksgiving Day.

AN "Ode to Vaseline" would be seasonable.

RATCHET asks: "Where, oh! where, is the *American Wheelman*?" We would also ask, Where is the "hallufadollar" which we innocently remitted last summer?

THE *L. A. W. Bulletin* of Nov. 11th, gives publicity to a claim of the Banker brothers for "record for this end of the State." Of all the cheap bids for notoriety and fame, this takes the cake. Oh! "angels and ministers of grace defend us;" hand us something quick, a viniagrette, a lamp post, anything. Oh! catch us ere we faint. Is this fame? Oh no! this is not fame, this is gall. The road is not sand-papered, but there is not a foot of the road that has not been repeatedly ridden; it's the best road we have. Among those who could duplicate this performance we would mention Lenz,

Shoup, Minnemeyer, McGrady, Seidell, Murray, Stiefel, McGowin, and we don't know how many more.

A "RECORD" is supposed to be a performance which requires an exceptionally fine rider to accomplish; however, anything which has never before been accomplished is "record," *ergo*, a man might claim record for negotiating Federal street grade with a piece of chewing gum in his right cheek, a chew of tobacco in his left, and steen dollars of silver in his inside coat pocket. We give this as a tip to some of our bald-headed cormorants, who are chasing fame with wind.

WILHELM's 16-mile Lancaster pike record will stay at 48.10 for some time. Record-breakers please take notice, and don't break it and my reputation as a prophet at one fell swoop. "Phacto" in the *Bulletin* referring to the record, says: "There's blood on the face of the moon, aha!" Well, it won't be rubbed off this year, sum-muthyear.

#### NEW JERSEY NOTES.

##### "RATCHET."

Now that our great road race is decided, matters cycling have settled down, and will doubtless "stay settled" until spring. The road race was a big thing; on that point there is no dispute, the only objectionable feature—outside of the accidents—being the uncalled for delay in making the start. The start was announced for 1.30, but at that hour not one-quarter of the flyers had made their appearance. The race itself was well-managed, and the drivers of vehicles even more accommodating than usual in clearing the roadway. As to the cyclers present, too much cannot be said in their praise. There was not one instance noticed where any interference with vehicles was indulged in. The accidents to members of the Hudson County team were regretted on all sides, and Stenken's in particular, robbed the contest of a good part of its interest, as it left no one in the field to compete against Kluge. I claimed previous to the race that the team of the Hudson County Wheelmen would be the best on the road, and I think the result proved that I was correct. Notwithstanding their bad luck, they finished with 52 points to their credit, leaving them 21 points behind Kings County. Stenken certainly would have finished second, and had Smith been able to secure a Star, instead of being compelled to finish on a crank, he would have come in at least five points better than he did, which would have given the cup to Hudson County, with 77 points. (Don't it look nice—on paper?)

EVERYBODY was disappointed in the Elizabeth team, as they were counted good for third place, at any rate.

THE Newark to Paterson, or Morristown, and return road race has fallen through.

I UNDERSTAND that the Union County Wheelmen will soon open a fair in their handsome club house, at Westfield.

HARRY MARSHALL, Ezra Karr, Charles Lever, and Oscar Williams, young cyclers living in Elizabeth, took a run on Saturday (Nov. 5) to Roseville, Milburn, and home by way of Springfield.

A RUMOR is afloat to the effect that no more races will be held by the "Alphabetical Association." I hope this will prove to be *but* a rumor, as there is no earthly reason why the Association should not live and prosper.

AND while we're on the subject of records, I rise to remark that I think it's almost time for some one to put on the market a book containing *every* cycling record to date, as the latest I can find is Ducker and Goodman's W.'s R. Book, which has gone stale.

RINK polo, which is so deservedly popular "Down East," is to be brought to the front once more in this part of the world. The Metropolitan Polo League, recently formed is to run professional games in New York, Brooklyn, Newark and Jersey City during winter.

HARRY J. HALL, JR., was on the course during the road race, looking after the Kings County Wheelmen's team. It was too bad that he was unable to ride, and the crowd missed him. He has been suffering from neuralgia of the eyes, and has had an operation performed on them.

Now, Mr. Editor, I claimed that Harry J. Hall's Decoration Day time over the inter-club course was "record," but you "squelched" me by putting up Perry's 1h. 32m. Now, I know of no better time having been made previous to Kluge "getting thar" in 1h. 31m. 3 1-2s., Tuesday (election day), so think I'm safe this time in claiming for the "ex-King of the Star" the twenty-five mile road record. This is a beautiful chance for you to give me another "squelch," so I'll leave a couple of "parens," between which you can put some other fellow's record. Here they are: [We have nothing to say.—Ed.]

#### TWIN CITY LETTER.

(St. Paul and Minneapolis.)

##### "GENTLEMAN JOHN."

The name "Gentleman John" is connected with my early Scottish associations, and is a fairly good *nom de plume*.

THE sporting editor of the Minneapolis *Tribune*, Mr. James Purvis-Bruce, would like those cycle editors who regularly send their papers to him, to change the address from Minneapolis, to care of Hotel Ryan, St. Paul, Minn., which is his present address.

A FEATURE of Monday's paper is a cycle review, comprising the latest local and general wheel news. The items clipped from the wheel papers are religiously quoted. He would be glad to exchange with any wheel papers not now on the list.

YOUR "Record of the Week" says that "Tom Eck believes in the flying start." Poor Tom; I am sorry for him. He, as manager of a cycle team, should try to display more "horse sense" than to give such a thing out "cold." Tom used to believe he could ride. Possibly this latest belief will not be such a source of annoyance to the public.

I THINK that the "Man and the Monkey" story, on page 471 of the BICYCLING WORLD, in which "my good friend Kennedy-Child" is made to play the part of the man, in a touching "long-lost brother" story, is simply cruel. It is to be hoped that "The K.-C." will be able to act the part of a man until a green old age. He makes a very successful attempt at present.

THE wheel in St. Paul is either quite a novelty, or else the youths of the city are the worst bred set of "cads" that ever breathed the ozone of the Minnesota plains. Such expressions as "Let her go, Gallagher," "Git there, Eli," "Git a move on ye," and other equally choice jests are such as make a wheelman naturally wonder what kind of people the parents of such children are, and whether the standard of good breeding in the Northwest among the masses is not a surprisingly low one. One cannot mount a wheel in St. Paul without being treated to some such petty persecutions. One has to take it good naturedly, and say, "Forgive them, they know not what they do." [They are just as bad East.—Ed.]

I SEE that "Ratchet," in issue of October 28th, says: "Why don't some of the fast amateur crank riders take up the challenge of the three riders of the 'coffee mill' for a 25 to 100 mile race on the roads? The challenge was given out last winter, and is still open." Why don't they? Well, I don't think the crank men have any reason to put themselves about to take up the challenge, nor have they anything to fear from the "coffee mill" men. I am not a "crack," but I should be glad to try conclusions some time next spring on the Crawfordsville or Clarksville course at any distance from 25 to 100 miles with some amateur (not "so-called") Star riders. I think a very interesting race might be arranged. Amateurs should, I think, take a whack at some of the big racers, just to show they are not afraid of a little work.

AFTER much experience and more thought, I am moved to make a statement somewhat in the line of the question that now seems to be agitating the press of England (i. e.), the future of the ordinary. I am firmly convinced that the day of the "Roadster" is gone. Fellows were wont to have spasms when I told them I used to *tour* on a 29-pound Humber, a wheel with a racing frame, and semi-racing tires. And it stood the racket well, too. Any one who has a care for his wheel, and can steer to a nicety, can do the same, but he must just do "so." He cannot enjoy the pleasures of curb-stone jumping and all that (a sport which was in its glory when Cola Stone was among us), he must take the precautions attending the use of such a light wheel. A 35-pound wheel is heavy enough for any road that can be ridden on with pleasure or safety. But I will leave this subject for the present.

ON Wednesday the residents on a certain portion of Summit avenue, St. Paul, witnessed a little "scrap," in which an innocent-looking bicyclist used up a hare-brained looking specimen of the genus dude. The bicyclist is a young fellow well up in Græco-Roman and Marquis of Queensbury, and uses the bicycle to keep in condition. No one would suspect to look at the slim youth that there was so much muscle in him. The dude (who weighed some 50 pounds more than the wheelman) was one of these. He thought that like the beautiful snow, he had indeed "a soft, soft thing." As the wheelman was riding along the dude made an asinine and insulting remark, which was resented by the wheelman, who promptly dismounted and gave Mr. Dude such an unmerciful licking that he will be apt to let the next bicyclist severely alone. The

dude is a man who dabbles in real estate, and wears one artistic black eye and a swelled lip. The swelling in his head has diminished noticeably, much to the joy of his friends. The wheel is not much affected by the dude, as it entails "beastly exertion" you know.

I AM not noted for high temper, but I lost a considerable portion of mine a few days ago. I was riding along one of the beautiful asphalt avenues of St. Paul, and was riding (as the avenue was unfrequented) at a pace somewhere inside of three minutes. Some evil-minded youths of tender years sat near a street-crossing, toying innocently with a block of ice about the size of a brick. Just as I whizzed past, one of the youths slid the block over the smooth pavement and I struck it just about midway (I should guess). I say, I should guess, for the next few seconds were spent in stopping the wheel, turning a "beauty" over it, and landing, thank my stars, squarely upon my feet. It was so sudden that I fell forward on my hands. My next move was made in the direction of the boy, who had caused the performance. He was coursing madly across an open lot, probably to tell his mother what a smart thing he had done. I overhauled him just as he was reaching down to unfix the latch of the gate of his parent's residence. I nailed him, and in plain view of his loving parents, I made my hand tingle with pain as I demonstrated to him how much "more blessed" (and how much more comfortable) it was "to give than to receive." I have no ill will against the lad, and I hope there is, at least, one comfortable seat in his father's house, and that the family have been considerate enough to let him sit in it during the last few days. That is another fellow who won't put himself to any great trouble to annoy wheelmen in the future. The chances are that I should have been twanging a golden harp by this time, had I not "landed as I did."

UNDER the caption of "Gentleman John" I shall endeavor to give my fellow readers all the news in re things pertaining to the wheel in the "twin cities" of St. Paul and Minneapolis. The cities are apart about twelve miles, as the crow flies, and have each a population of about 160,000. The wheeling outlook could hardly be better, and though the season is short, the climate is all that could be desired. Minneapolis is ahead of St. Paul in wheel matters, but not for long. The streets of St. Paul are cleaner and are better paved than those of Minneapolis, though they are narrower. The reason for the cleanliness of the streets of St. Paul (the State capital) is that the street sweeper (drawn by horses) is used, instead of the primitive and ineffective shovel and broom of Minneapolis. Frederick A. Leland, the president of the Minneapolis Bicycle Club, has the Victor agency for both cities, and expects to do a large trade next season. I saw Fred the other day; he was at his store door, and a gust of cold air caused him to jump with joy. I said to him, "what aileth thee, Frederick?" He replied, as he looked at me soulfully, "If the cold snap soon sets in soon, I shall sell 500 toboggans this winter." His whiskered manager, Jim Stockdale, nodded assent. Jim always nods that way, especially when you say, "Jim, have something?" and he nods so naturally, too. Jim is built like a giraffe, and has staying powers in a tough road race. His staying powers are generally characterized by the way he stays behind, and makes some other fellow cut the wind for him, and make pace, and then he somehow forgets to stay behind when he's getting near the stretch.

#### NEW YORK.

##### "THE RAVEN."

THE recent election was to some extent peculiarly a wheelman's one. Most of us, after we had paid our debts to Mr. Cantor, by electing him for State Senator, in return for his having fathered the "Liberty Bill," took advantage of the balance of the day in putting in as many miles as possible over the good roads, in which we were encouraged by a most perfect day, an extremely rare thing in an election day.

THE various branches of the Y. M. C. A. were represented at their games given on election day, at the Brooklyn Athletic Club's grounds. A three-mile bicycle race, with six starters, was captured by A. Prentiss, in 11m. 37s.; D. McLean, second.

DR. KENDALL has my sincere regrets for having caused him to waste a plate on that spoke theory, as now I have had the error of my assertion made as clear as mud to me, through the kindness of "1097," I see that it was a willful waste that brought a woeful want of scientific fact.

THE Harlem Wheelmen are contemplating purchasing a new club house in 135th street, near Seventh avenue, their present quarters, though only recently enlarged and decorated, proving too small already for the rapidly increasing membership of this most prosperous organization.

SOME months ago, you will remember, in this column, I consigned

to your well-known hospitality, my friend, Edgar Davenport, bespeaking for him your kind treatment. I am pleased to see that he has fallen heir to it, and that he is in such able hands as the Boston Club. He could not have found better.

C. HERBERT DIAMOND, who used to own the New York Bicycle Agency, proposes a scheme for his winter's employment, which I think will prove a success. He intends taking a complete line of two and three wheelers to Florida, for renting purposes, and thus allow the Northern tourist there during the winter to take advantage of a wheel along Florida's beaches, which are said to offer some of the finest riding stretches in the world, being as hard and as smooth as glass, and extending in almost an unbroken line along the entire coast.

P. M. HARRIS "walked over" for the New York Club's fifteen-mile road race on election day, his fellow-members despairing of defeating him. Time, 1h. 7m. 30s., is record for the trip from Peabody House, Yonkers, to Fifty-ninth street, previous best being 1h. 10m. It is certain that had Harris been pushed, that he would have run inside the hour. This is the fifth time he has won this medal, which is the property of the club, and is raced for annually, each win being shown by adding a bar bearing the winner's time and name. Rood's record 1h. 4m., was made over this course, but was from New York to Yonkers, instead of the reverse, as in Harris' case.

THE New York Club has at last found an unprejudiced property-owner, and have bought a lot on West End avenue, between Seventy-first and Seventy-second streets, for \$13,000, upon which they will erect their new club house. The location is an excellent one, being but 200 feet from the beginning of the Riverside Drive. Owing to the lots on Seventy-second and Seventy-first streets running back on to West End avenue, the New York's house will be the only building that will ever front on the avenue in that block, by which they gain a location admitting of light on all four sides of the club house, which feature is a rarity in New York. Building will be begun at once, and the house completed by July 1st, 1888.

#### RECORD OF THE WEEK.

WE received the following remarkably funny story from an individual, who failed to sign his name. We give the story, suppressing names of places, or any other points that might locate the "Princess": "A certain well-known cyclist in the city of X, is also famous for his effeminate ideas, and his ridiculous susceptibility to flattery. A bright, pretty, young lady, who has a large sense of the ridiculous, in pure fun, once told him that he looked like the Princess of Wales. Seeing, to her great amazement, that he took the assertion in earnest, she analyzed the likeness, feature by feature. The poor dupe drank in the absurd notion until he became saturated with the idea. He left the fair practical jokist, puffed up and delighted at the thought that he resembled so distinguished a person as H. R. H. His apology for a brain was set in motion, and he determined to don ladies clothes, put on false hair, bang, bird cage, and all complete, and "be took" in that rig. The poor donkey then showed the picture to his friends, and as they had been let into the secret, they all declared that the likeness was more than striking, 'it was perfect.' He now assumes a royal air, has abandoned bicycle riding, as not befitting a Princess of the royal family. His acquaintances are in an uproar of merriment over the joke, and they rather expect to see 'Her Royal Highness' abandon trousers, and assume the skirts permanently." This is the story told, and if he still retains interest enough in the coarse, mannish sport of cycling to read the WORLD, this item may come to his notice, and open his eyes to the cruel joke that has been perpetrated on him.

L. J. BERGER, "Phoenix," is to become a member of the Owl Club of Chicago.

ECK seems to think that there are five men in America who can beat Temple at any distance. Will Thomas name his five?

WE are promised a sight of the Copeland steam bicycle, which will be brought to Boston in a short time.

AN interesting item in the tandem tour of Mr. and Mrs. Lewis is the fact that the cost of the four months' trip through Europe was about \$6.50 a day for both.

RAH! for Brooklyn. Eight out of the first eleven men who crossed the tape in the New York and New Jersey inter-club road race were from the city of churches.

THE Canadian Wheelman cannot swallow the teachings of George Lacy Hillier in the matter of how to win a race. The Canadians join us in endeavoring to find out a remedy to prevent the Hillier tactics of loafing. The article winds up by saying, "if Mr. G. L. Hillier correctly represents the judgment of the English amateur

# COVENTRY MACHINISTS' CO., LIMITED.

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On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, **BEATING THE EXISTING RECORD FOR 10 MILES BY**

## One Minute 56 $\frac{2}{5}$ Seconds.

Covering the whole distance in

## 27 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

MACHINE RIDDEN WAS A

## “MARLBORO” \* CLUB \* TANDEM.

Timekeeper: G. H. Illston, Official Timekeeper to the N. C. U.

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239 COLUMBUS AVENUE

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BOSTON, MASS.

# Good Men on Good Wheels

## PUT THE RECORDS WHERE THEY STAY.

It is about a year since Stillman G. Whittaker made the following set of World's Records on the Crawfordsville course, viz.:

**10 Miles in 29 Minutes 13-4 Seconds.**  
**20 Miles in 59 Minutes 35 4-5 Seconds.**  
**100 Miles in 6 Hours 11-2 Minutes.**

And these records have stood ever since, notwithstanding the fact that the competitive trade have done their utmost to acquire them.

While other manufacturers have built special wheels for this purpose, which differed materially from those they offered the public, all of our performances have been on the identical wheels listed in our Catalogue, and we claim, therefore, that they are remarkably significant, and demonstrate unquestionably the

**EASY \* RUNNING \* QUALITY \* OF \* OUR \* BEARINGS.**

Then that performance of Frank Dingley's on the Lynn Track:

**100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds.**

Being 25 minutes better than the American record and 11 minutes better than the English record. Quite a number of attempts have been made to lower this by other makers since, all of which proved to be failures.

We think the above is ample evidence to convince the most skeptical, and to efface any impression to the contrary caused by the false statements of our traducers.

Respectfully submitted,

# Gormully & Jeffery Mfg. Co.,

**CHICAGO, - - ILL.**

 Send for the last edition of our Catalogue.

cycling world, after its long experience on the subject of loafing races, we have simply to say that Canadian cyclers have yet a lot to learn, and we hope they will never learn it."

THE road records are fast being put where little less than the super-human will be able to beat. England is especially prolific in giving us wonderful road performances.

THIEVES in Denver, Col., have good healthy consciences, as witness the following fact, that two bicycles, recently stolen in Denver, have been mysteriously returned to the owners.

WHEW!! we got a record and did not know it, until *Sporting and Theatrical Journal* advises us that Hollingsworth rode the 100-mile road race in the remarkable time of 3:45.40. "Gee Whizz!!"

KARL KRON, poor mortal, has worried and worked for years to get his book out, and now the books having been sent, he is raising heaven and earth to get returns in from some forty odd dilatory agents.

KLUGE seems to be the bone of contention in cycling circles in New York. The cloud, at present, is no bigger than a man's hand, but it promises to assume proportions large enough to produce a very fair hurricane.

A STRANGE rumor comes to us that the celebrated Crystal Palace track, London, measures five yards two feet and ten inches over the mile. If this is so, then some of the long-distance record riders have not had a fair show on that track.

MR. LUSCOMB, of New York, and Dr. Silfielder, of the Long Island Wheelmen, were in Boston on a business trip during the past week. They were the recipients of many attentions while in the Hub. Dr. Kendall entertained them at dinner at the Boston Club house.

THE late concerted action on the part of the wheelmen of New York city to vote for a State Senator, who worked faithfully for the passage of the Liberty Bill, is the first time, we believe, in this country, where cyclists, as a body, have made themselves felt at the ballot box.

Now that the racing season of 1887 is past, Charles P. Daniels, the trainer of Hollingsworth, goes back to his old post in the Young Men's Christian Association gymnasium. He is a firm believer in the possibilities of Sam Hollingsworth as a long-distance man on the road.

THE cowboys in the vicinity of Denver, Col., have a playful way of lassoing the passing wheelmen. Of course, these merry children of the plains while in the confines of an effete civilization have to keep their hand in, and what better mark to test their skill than that of a flying cyclist?

IN Boston and vicinity the different clubs are talking of a Hare and Hounds paper chase for Thanksgiving Day. It is rumored that if certain well-known wheelmen are selected as hares in the Boston Club chase, that some exceedingly exciting riding will be indulged in by those who follow.

PHILADELPHIA thinks it is rough because Tom Stevens' wheel, on which he girdled the earth, has not been sent on exhibition to the Quaker City. This is too bad, and we cannot account for it unless the train which carried the wheel West was a through train, that did not stop at way stations.

THERE will be "oceans of blood, rivers of gore" out West, if this discussion as to who "Hew" is does not cease. The *Record*, the *Spectator*, and the *Post-Dispatch* are at it hammer and tongs. Cease, gentles, cease, I prithee; we like not the angry din of roar. Feed us taffy for a while: we are getting a-weary over this silly squabble.

IF any of the Dime Museums round Boston have lost a "Freak," we think we can put the management on the track of the escaped curiosity, as it was seen riding a bicycle through a suburb of Boston, last Sunday, clad in light, yellowish, liver-colored tights, a blue coat, a colored cap, and an expectant smile. When last seen it was speeding away towards the city.

WE cannot quite concede that the article that appeared in the *Bulletin* about the proportion of dues that should go into the general fund, and into the division treasury, was politic. It is sure to raise adverse comment, and in case the readers thereof see in the suggestion a hint of what the Executive Committee may aim to bring about, incalculable harm may come of it.

ENGLISH *Wheeling* has changed hands somewhat, and also changed form. Mr. C. W. Nairn, late London editor of the *Cyclist*, and W. McCandlish are the editors-in-chief, while F. Percy Low continues his connection with the paper as editorial contributor. We congratulate *Wheeling* on having secured Mr. Nairn's active co-

operation. We also like the new make-up and size better, as it is now no longer singular in being a different shape and size from every other cycling paper published. We prophesy continued success and improvement under the new triple alliance.

A WARREN (R. I.) wheelman is said to have covered 43.4 miles on the road in 12 1-2 minutes. "He rode a rear-driving safety." Does the voracious chronicler of the above realize that this is going at the rate of about 2.36 for the mile? Should we not read that "he rode on a railroad train," instead of a "safety?" This story is out of all proportion to the State from whence it emanated.

AT the Detroit Bicycle Club races a novel race will be run-and-ride by pairs, one mile, each pair to use one machine. A team of two will start together, one riding and one running. At the first quarter of a lap the one that started riding will dismount, and hand the wheel to his partner, who will mount and ride the next quarter lap, and so on, alternating in running and riding. The finish must be made together.

HORACE CROCKER, of the Columbia team, is back after a long trip attending race meetings in the Southern States. He has gone into winter quarters, and so the Columbia team of '87 has disbanded. The rumor that Rhodes has re-entered the employ of the Victor people is without foundation; the Victor team is no more. This leaves the Gormully & Jeffery team in the field to do as Dundreary used to talk about, to "flock all by itself."

TO-DAY (Friday) the Harvard Bicycle Club hold a 15-mile handicap road race. The course begins near Central square, Cambridgeport, goes between the reservoirs, through Newton Centre and Newtonville, to Waltham, back to Watertown, and ends near Mt. Auburn. There will be, besides regular prizes, cups for those going over the course within a specified time. Some fifteen have already entered, and an interesting race is expected.

HERE is a practical pointer, for those using direct spokes, from the Irish *Cyclist and Athlete*, worth remembering: "We had a practical illustration of how to mend a spoke. Near Golock a spoke went in the 'mud cart' and the wheel became untrue. 'Decimal six' dismounted, knocked out the butt from the rim, produced two ends of spokes from his bag, stuck the headed one into the rim, and screwed the threaded end into the hub. He then bent two loops on these ends, and connected the loops by means of a portion of the old spoke, and screwing the spoke home, the rim came right."

THEY must be taking a new departure in the way of "how to dress on state occasions," if we are to judge from the following extract, taken from a letter written by Burley B. Ayers to Hicks, of the St. Louis *Post-Dispatch*: "We have quite a time here Sunday. Indianapolis and Milwaukee visit us, the occasion being a grand demonstration by Chicago wheelmen. We geteth ourselves up in costly raiment, hang chains about our necks, and putteth on purple robes. We climbeth upon the bikelet in state, and wendeth to Pullman, and speaketh not to those who pass by. No doubt 200 wheels will be in line. On arrival, dinner will be eaten; yea-a-a, verily, much fine dinner, and the consumption of grub will be great thereof."

THE Lynn track and all the belongings are to be sold at public auction to-morrow, Saturday, in order to satisfy the claims of creditors. The inevitable, as we have before stated, has been staring the association in the face for some time, and so this final, but regrettable action will not surprise our readers. Every thinking cyclist will see in this collapse more than mere disaster to the Lynn Association, which we deplore most heartily; they will see a fatal blow to all enterprise looking to the building and maintenance of a track for cycling racing only. With the abandonment of the Lynn and Roseville tracks, we look in vain for a bicycle path on which record time can be made. From having the finest tracks in the world, we drop down to having none, a drop that fairly takes our breath away.

CHAMPION oarsman John Teemer will shortly introduce a novel entertainment in all the principal cities of the United States. Wallace Ross, Albert Hamm, and another sculler, not yet agreed upon, will assist Teemer in his series of entertainments. Six thoroughbred horses and a number of supernumeraries will complete the cast. Exhibitions will be given in skating rinks. Rowing tricycles, similar to ordinary road tricycles in construction, having attached oars, sliding seats and outriggers, so that the occupants can propel as they would a racing scull, will be pitted against the horses at all distances, from five miles up to seventy-two-hour contests. Teemer is also out in a challenge to row any oarsman a race or series of races, on scull tricycles, for \$250 or more a side. The first exhibition will open, for three days, in Boston, about Nov. 24. From there they will go to Baltimore and Washington, each two days, Philadelphia six days, Cincinnati, St. Louis, Louisville, Chicago, Cleveland, Buffalo, Pittsburg, two days each, and a number of the

smaller cities. Teemer's trip abroad has been temporarily postponed.

EARLE HITCHCOCK, a resident of Florida street, Springfield, Mass., met with a very curious and painful accident last Sunday afternoon. He is employed by the Holyoke Envelope Company, and while riding a bicycle on that day near the Memorial Church, met a team. In the effort made by Mr. Hitchcock and the driver of the team to avoid a collision, the two vehicles came together and Mr. Hitchcock fell to the ground and in some way had his left eye taken completely out of the socket, and received other slighter injuries. The injury, besides being a very painful one, is especially severe on account of the permanent loss and disfigurement which Mr. Hitchcock will sustain. So far as can be judged no blame can be attached to either the driver of the team or Mr. Hitchcock. The accident seems to have been one of those unavoidable occurrences which sometimes take place. Mr. Hitchcock was taken to the office of Dr. Breck, where his wounds were dressed.

A VERY strange and novel method of advertising has been invented by a youth living in Cardiff, Wales. He has issued a lithographic circular letter which reads as follows: "Gentlemen—I purpose attending a fancy dress ball in this town. It has occurred to me that a very tasteful costume could be devised by means of different picturesque advertisements. This, however, will involve the spoiling of my dress suit. If you are willing to contribute to the expense incurred in return for your advertisement being worn, I shall be happy to hear from you without delay, stating the amount you are willing to contribute, and enclosing six of your prettiest advertisements, which should not be too large, as one or two slips (narrow) would be useful. In the event of none of these being suitable on account of their spoiling the general effect, the contribution will, of course, not be expected. A copy of a local paper after the dance shall be sent you.—Yours truly,———,

P. S.—I shall, of course, expect that you will not take advantage of my idea of advertisement, except through myself."

IN 1869 the London *Echo* produced a cartoon (which has been reproduced by *Bi. News*), showing the possibilities of the cycle as a means of going to the Derby. The type of machine portrayed would not meet with approval nowadays, and they are sketched by the artist with the usual disregard of the mechanics of the machine, even as long back as '69. The riders are of all sizes and ages, and they are represented as flying along at a 2.30 gait, without the least effort. The ladies are represented as riding side saddle. The following lines explain the "idea," and were also printed in the *Echo*:

To Epsom in the merry May  
A man may go in many a way,  
And choose his modes at random.  
A handsom *tele-a-tele*'s divine,  
A four-in-hand is very fine—  
There's pleasure in a tandem.

To those who like to have a rail,  
That mode of travel must prevail  
O'er all the world completely.  
Better to ride a cob, I think,  
And see Sir JOSEPH win, and drink  
Cool claret with TOD-HEATLY.

Yet travel is not always "hossy;"  
And times will come when the Veloci-  
pede will triumphant be—  
When the bicycle movement will  
Monopolize a nation's skill  
That once could rule the sea.

Fail though we may in th' artist's grace,  
We English have a love of pace,  
So, by the swift St. MICHAEL,  
We'll show them that their steeds that step some  
Twelve miles an hour from town to Epsom,  
Are beaten by a bicycle.

How certain sweet CAMILLA feels  
Two wheels shall beat all other wheels!  
(The gloves she bets are WHEELER's).  
On iron steed each traveller flies—  
For so Miss ECHO prophesies,  
The truest of revealers.

I've been to Epsom several ways,  
In drags and tandems, vans and drays,  
A most contented denizen  
Of any trap—and now from town  
I'm riding my bicycle down:  
What next? "Balloon," says TENNYSON.

### THE AMERICAN 25-MILE ROAD RECORD.

C. E. KLUGE put the American road record up a notch during the inter-club races in New Jersey, last week, in 1.31.03 1-2. Perry's time, made in July, 1886, for the distance, was 1.32. Considering the wind and cold, Kluge's record is a good one.

### THE COWBOYS WIN.

A SPECIAL dispatch to the Boston *Herald*, dated Nov. 12, 1887, says: "The six-day race between Woodside and Howell on bicycles, and two American cowboys on horses, was ended to-night in Agricultural Hall. The cowboys, who were allowed to use an unlimited number of horses, won the race by 2 miles and 335 yards.

### THE 100-MILE TANDEM ROAD RECORD.

MESSRS. S. F. EDGE and G. L. MORRIS on a Marriott & Cooper Olympia tandem, captured the 100-mile tandem record Tuesday, 25 October. The start was made on the great North Road, at the 88th mile stone. The 50-miles was covered in 3h. 4m., and the 100 miles in 6h. 57m. 32s., which latter time is record—until some other two men smash it.

### THE 100-MILE TRICYCLE ROAD RECORD.

ON Oct. 25, starting at same place and same time as the above tandemons, E. Hale, on a "Ripley" tricycle, started to do the 100-mile record. This was practically Hale's first appearance on a tricycle, and therefore the fact that he made such remarkable time is worthy of great praise. He made the distance in 7h. 11m., which is record, beating Mill's time for that distance by 35 minutes.

### THE 10-MILE UNICYCLE RECORD.

C. C. HOPKINS had a "go" at the ten-mile unicycle or one-wheel record, Sunday, Nov. 6, at the old Exposition track, Denver, Col., in the presence of a number of wheelman and others. He captured the record "by a large majority," lowering the best previous performance 12 minutes and 22 seconds. Prince Wells, the fancy rider, recently did 10 miles in 59 minutes 36 seconds. Hopkins' time yesterday for that distance was 47 minutes 14 seconds. He rode for an hour's record, and in that time covered 12 11-16 miles. He rode a 55-inch Apollo stripped of everything but pedals, forks and handlebars. His time by miles was as follows:

MILES.	TIME.	MILES.	TIME.
1	4.32	8	38.10
2	9.06	9	42.36
3	13.42	10	47.14
4	18.20	11	51.57
5	22.48	12	56.48
6	27.21	12 11-16	1 hour
7	31.55		

The following gentleman officiated: Timers, Austin Banks and Robert Gerwing; scorers, John F. Allers and R. E. Reiche; starter and extra timer, W. L. Van Horn.

### THE INTERNATIONAL SIX-DAYS' RACE AT EDINBORO', SCOTLAND.

THIS event came to an end Oct. 29, and resulted in a very close finish between Lumsden and Dubois, in Lumsden's favor, by about two yards. The race was for six days, eight hours a day, and during the riding time neither of the contestants left the saddle. There was great excitement towards the end, as there were rumors of foul play in case Lumsden showed up as a probable winner. During the progress of the race 40,000 people passed the gates. Lumsden receives the championship trophy of the world and £50, Dubois another trophy and £30, Parkes £15, and Morgan £5.

The following is the list of riders and distances ridden in the six days:—

	MILES.	LAPS.
Lumsden (Aberdeen), "Premier,"	654	12
Dubois (Paris), "Rudge,"	654	12
Parkes (North Shields),	474	1
Morgan (New York),	378	0
Young (Glasgow),	401	1
Battensby (Newcastle),	347	4
Robb (Birmingham),	340	0
Hawker (Leicester)	327	1
Woodside (Philadelphia),	301	1
Howell (Leicester),	234	11

J. D. Lumsden, the winner, is the well-known Aberdeen champion, a small, wiry man, and rides a 53-inch "Premier," the only machine of the make used. Dubois, who rode a 53-inch "Rudge," is a bigger man than Lumsden.

#### MASSACHUSETTS DIVISION L. A. W.

##### BOARD MEETING.

THE first meeting this season of the Board of Officers was held at the house of the Boston Club last Saturday evening. The members present were Chief Consul Hayes, Secretary Sanford Lawton of Springfield, Charles Richards Dodge, ex-President of the Massachusetts Club; E. B. Coleman and John Amie of the Cambridge Club, W. S. Slocum of the Massachusetts Club, A. W. Robinson of the Rovers Cycle Club of Charlestown, J. B. Seward of Chelsea, W. C. Marsh of the Springfield Club, Dr. W. G. Emery of the Roxbury Club, Maxwell of the Somerville Club, and Captain E. G. Whitney, J. S. Dean, W. G. Kendall and C. S. Howard of the Boston Club.

The members were the guests of Messrs. Howard, Dean, Whitney and Kendall of the Boston Club. After discussing an excellent *menu* the board proceeded to business. The Chief Consul made some general remarks as to the power and good of the League, and stating that Massachusetts now had some 2000 members. Speaking of the road book, he stated that much information had been collected, and that the book would soon be issued, and furnished to members free. This expense will be borne by the State treasury. A lively discussion then arose as to whether this book should be confined to circulation among members only. A vote at a previous meeting had so elected. Mr. Dean led the forces in favor of general distribution, to those who wish to pay for such a book, and so well did he plead that it was voted to rescind the former vote, and permit the book to be sold at a stated price. The discussion of roads and their building and maintenance, took up much time, and a committee, consisting of Messrs. Emery, Dodge, and Slocum, were appointed, to see if the idea of a fine main road of macadam through the State, was not a feasible and attainable object. Messrs. Dean, Howard, and Emery were appointed a committee to see why the law in relation to sign boards was not more generally observed throughout the State.

It was voted to have the meetings of the board held once a month, at such places as the Chief Consul should designate, and various other matters of routine business were transacted. After passing a vote of thanks for the entertainment provided by the Boston Club members, the meeting adjourned until next month.

#### HOW THEY TAKE CARE OF A MAN IN A LONG RACE.

In a copy of the *Edinburgh Evening Dispatch*, sent us by Senator Morgan, we find the following, which may be of practical value to those who contemplate long-distance riding: "A subject of considerable interest to outsiders, who are not versed in the ways of professional wheelmen is the manner in which these competitors husband their strength when off the track. Dubois' treatment may be taken as an example of the class—not because he is more strict than his fellows, but on account of the fact that during the week he has been under the care of Mr. W. J. Morgan, the manager of the American team, who, having taken him in charge, keeps him most rigidly to the accepted rules of training. It appears that Dubois, when he arrived in Edinburgh, was alone, a stranger in a strange land, having neither a friend nor a trainer to assist him. The fact of his speaking little or no English, also placed him at a disadvantage; and so utterly alone and unnoticed was he that, according to Mr. Morgan, he rode for six hours on the first day without tasting food. Mr. Morgan, finding that the foreigner was not being attended to, at once befriended him, and transferred the services of his trainer from himself to Dubois. Every night, punctually at half-past ten o'clock, Lumsden and Dubois—to whom our attention is chiefly directed, from the fact that they have practically taken this race into their own hands—are lifted from their saddles by their trainers, their clothes are put on over their jerseys, and they are taken home as speedily as possible. On reaching his hotel Dubois is stripped and immersed in a warm bath, in which has been dissolved some sea-salt and a chemical compound prepared for the purpose. The nature of the chemical is not divulged, and some of the wheelmen affect an air of mystery about it, conveniently assumed, no doubt, to cloak their ignorance about the constituent elements of 'the powder,' as it is probably enigmatically labelled. After leaving the bath the cyclist is rubbed dry, and wrapped in flannels for five or ten minutes. He is next rubbed over with alcohol and a preparation of liniment. The last stage in the process is to patch up any abrasion of the skin which may have been caused by the constant occupation of the saddle. Dubois then sits down to his supper, which usually consists of a basin of gruel and some rather under-

done meat. In the morning he undergoes a somewhat similar treatment, after which, about ten o'clock, he has his breakfast, consisting usually of porridge, chops, and tea. It seems that a perusal of Max O'Rell's latest work had brought the proverbial Scotsman's fare under his notice, and having once tasted the "mess," he seems to have become enamored of it, for it forms a part of his breakfast every morning. After breakfast he takes a short walk, and then returns to bed, where he remains until it is time to start for the Market. Then he is once more rubbed down before dressing. In the case of a six days' race it is care, and care alone, which carries a man through, and with Dubois it will be seen every precaution has been taken.

#### A NEW WHEEL.

WE were introduced to a new style of tricycle the other day called the White Flyer. It has the general appearance of the usual tricycle with 40-inch drivers and 26-inch steerer. It has bicycle steering, but instead of the now familiar direct type, it has the bridle steering, like unto the old Marlboro' Club. We shall at a future and early date give a full description and cut of the new machine, and at present confine ourselves to the chief peculiarity. It is in the driving mechanism that the greatest novelty exists, and for which the most valuable claims are based. On the axle are two drums, forming the rings around the friction clutches; fastened to these drums are two steel wire cables one-eighth of an inch in diameter. These cables leave the drums in such a manner as to pass slightly upward and over two rolls provided with roller bearings, and thence perpendicularly down, and are fastened to the pedals. The pedals, which are provided with rolls, which in turn are provided with roller bearings, work directly up and down in V-shaped grooves or stringers, and as the rolls have a convex surface and roll instead of slide in the grooves, the result attained is practically that of a ball bearing.

One pedal raises the other by a reciprocating mechanism, consisting of two gears, with a pinion fitted to the clutches; the only strain upon these gears is the weight of the pedal, and the slight weight which the rider allows his foot to exert on the pedal while being raised; this mechanism allows the rider to make any length stroke from one inch to the full stroke of 18 inches.

The machine is the invention of Mr. O. White, and can be seen on exhibition at No. 61 State street, Room No. 3.

#### THEY ALL READ THE SAME WAY.

THE editor sat in his accustomed chair pensively perusing a libel he had just penned, when a modest tap came to the door, and the cycling novice entered with a deprecatory smile and a pair of creaky shoes.

"I should like to offer you my services," he said, "at the commencement of the festive season;" and here the editor groaned slightly, and groped for a patent C. T. C. combination toothpick and lubricator.

"Well, sir, and what would you propose?"

"I should like to represent your valuable paper at club dances, and send you in reports of the gay and fest—"

"Go on! what would you say?" And the editor surreptitiously, and on the pretence of scratching a favorite, loosened a boot, while his brow darkened and a cold air swept through the apartment.

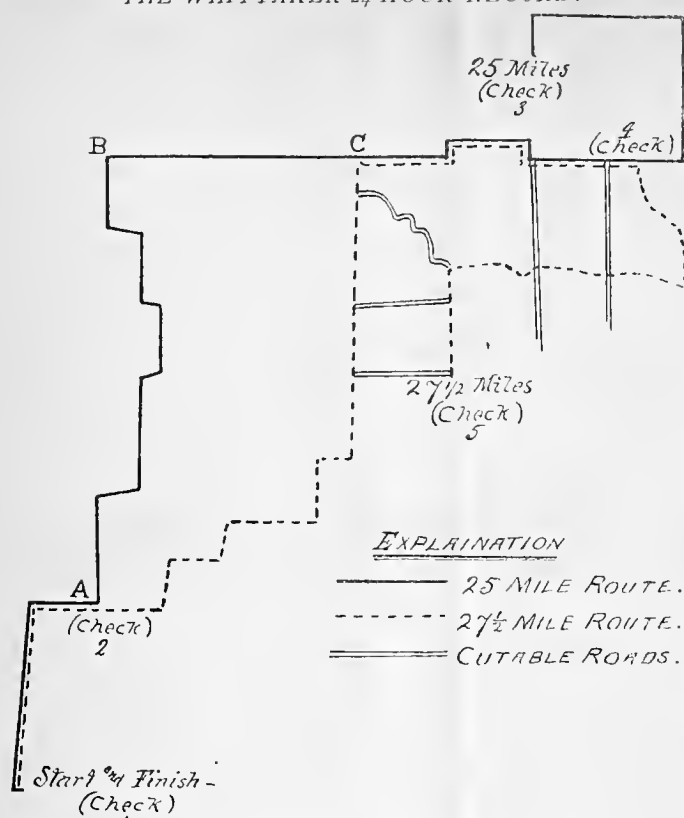
"I should like to commence by remarking that the night was one of inky darkness, as I hied me to the scene of Terpsichorean—is there anything the matter?"

"Continue!" murmured the editor with a baleful glare in his eye, and both boots ready for action.

"I would continue that the Jehu who drove my modern gondola set me down in good time to hear the fascinating strains of *Wheeling Waltz*, with which the delights of an eventful evening commenced. I would mention that amid the fashionable and well-dressed throng of fair women and brave men" (the editor's eyes rolled wildly, and a gurgle in his throat betrayed his enthusiasm), "I distinguished the clean-cut features of the aristocratic Buggins, the commanding yet honest figure of the popular and respected Blodgers. I would say that in one set danced the graceful Smith, the athletic Tompkins, the well-known Snooks, and the celebrated Jawker. I would add that the Rhine wine flowed, while the merry throng gyrated" (the editor grew blue in the face) to the entrancing strains" (the face was purple) of Robinson's band, and would wind up with a passing allusion to my regret that time waits for no one, and that I was forced to tear myself from the gay and fest—"

But the editor's face was black as the boots which, with the catapult-like velocity, flew through the air, embedding themselves in the cranium of the novice. The sparrows twitter on the eaves above, and the rain gutter drops its tears upon his last resting place beneath the flagstone.—*Wheeling*.

## THE WHITTAKER 24-HOUR RECORD.



[Plan of the Route.]

WE have been some time collecting data in regard to Mr. Whittaker's late ride at Crawfordsville, Ind., and we now are in a position to give the result of our investigation. An examination of the above diagram, furnished by the engineer who surveyed the road, will show the two routes traversed by Whittaker. The one designated by heavy black lines was ridden back and forth three times, making 50 miles on each round—150 miles in all. The course designated by the dotted lines was also traversed three times, back and forth—165 miles, which, with the turn to the 4-mile post, makes a total of 323 miles. The official checkers were W. B. Ramey, Harry C. Hughes, R. K. Krout, and Milan Overton, all of whom have been vouched for by Byron R. Russell, the Mayor of Crawfordsville. It will be noticed that at the points where checkers were placed are at positions where it would be impossible to cut after passing such checkers. The roads (we call them "cut-table") where cutting was possible are marked by a double line, and a study of these, in connection with the position of checkers will show how they were guarded. It will be noticed that a checker was at A to see that Whittaker took the right road going out and coming back. Whether one reached point C via B, or the dotted lines would make a difference of some nine miles for the three trips made on the twenty-five mile course, it being about three miles longer (on each round trip) via B. The checker at A, however, saw to it that Whittaker took and came over the right road each time. It will also be observed that there was no way of getting to the 25-mile point excepting by the road marked; but to guard against cutting, even if such a thing were possible, the checking at the point (4) where the 25 and 27 miles course diverge, made such a thing impossible. The checker, Mr. Ramey, met Whittaker at this point, and either sent him on to the 27 1-2-mile mark, where Mr. Hughes checked him, or accompanied him to the 25-mile mark and return.

It will also be seen that Whittaker could not get back to checker at 4 (Mr. Ramey) facing the proper way excepting by the route laid down. In view of the facts, certificates and information we have at hand we think that S. G. Whittaker has established his claim to have ridden 323 miles within the twenty-four hours. The certificates and story of the great ride have appeared in former issues.

CHARLES E. WHITTEN, of Lynn, has patented his new wheel. This is the machine that we spoke of as having seen at the Faneuil House, Brighton, some two weeks ago. It has very much the appearance of the Star, but with a driving power similar to that of the Extraordinary.

## TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THERE was a young fellow named "Whit,"  
Who thought he could ride "just a bit,"  
So on Crawfordsville pike,  
On a Champion bike,  
The "record" knocked into a fit.

THE third of a series of races between McCurdy and Ehler took place on Tuesday morning (8th). The course was from Forty-third street south on Drexel, through South Park, along the boulevard to Jackson, around the circle and return, finishing at the starting place: distance, eight and a half miles. McCurdy's machine ostensibly broke down, necessitating a change of wheel and leaving Ehler to finish an easy winner in excellent shape. Time, 28m. 13 1-2s. Bob Garden was referee. Ehler, having won two out of the three races, is therefore, the winner of the series. The race run on Wednesday was supposed to be for \$250. A good deal of money changed hands on the result.—*Sporting and Theatrical Journal*.

"A CONTEMPORARY hopes that Fred Wood's little difficulty in the colony 'will not make his home coming in any way embarrassing or unpleasant.' 'Little difficulty' is good. These 'little difficulties' are easily forgiven nowadays; but two homes are broken up and the lives of three people are embittered by Wood's 'little difficulty,' and as a matter of common decency, we hope Wood's homecoming will be as unpleasant and as embarrassing as it possibly can be." So whirrs the *Wheel*, and we don't know but "a contemporary" has to acknowledge that Prial has got the proper end of the club.

Chicago's crack man's call-ed Bob:  
And at racing he's right on the job.  
He knocked Mac on his Star,  
Out of Van, ground the tar;  
And their scalps he now hangs at his hob.

THE *Cyclist* does not state the case quite as it is when it says that we are down on the English records. Not at all, my dear *Cyclist*, all we ask is that you recognize the fact that America holds a few world's records. It would be at least courteous to take into consideration the performances of some of our men before jotting down the English time as "world's records."

THE Missouri Club of St. Louis has announced its programme of winter entertainments, as per the following from the *Spectator*: The opening hop will be given Friday, Nov. 18, at 8 o'clock, and will be followed by musical and literary entertainments Dec. 15 and Jan. 12, and a bal masque on Feb. 9. There will be no entertainment in March, on account of Lent, but on April 5 an April-fool party will close the series. People who were fortunate enough to be invited to the entertainments last season will need no urging to be present at every opportunity during the coming series.

THERE was a hill climber called Hal,  
Who rode Son-of-a-Gun with a pal.  
Then Percy he downed,  
On De Soto's fair ground;  
And now he's the pride of his gal.

THE speed attained by the bicycles and tricycles on a good road, is superior to that attained by a fast trotter for the same distance, and as a speedy mode of conveyance, is only surpassed by a few of the fastest steamships and the locomotive. Two riders recently rode a tricycle 20 miles 715 yards in one hour, and rode 25 miles in 73m. 42.8s., or at an average rate of 20.35 miles per hour. The mechanical construction of a bicycle is well worth study. The requisite amount of strength is probably obtained with a smaller proportion of weight than in any other machine, and considering the trying nature of the strains, a fair amount of durability and immunity from breakdowns is obtained. The price, however, per pound (about \$3) of the best and lightest machines, is considerably in excess of that of almost any other machinery.—*Railroad Gazette*.

THERE was a bold Doc. from the Hub,  
(Whose name, it don't rhyme with tub);  
But his glasses and stars,  
With his knickerbock-kars,  
Now are frequently seen in Clark's Pub.

HARRY HIGHAM recalls the incident of W. E. Crist's first appearance as a wheelman in embryo: "I well remember the first time I saw him. It was about five years ago, when I was working for Scribner. He was a chunky, well-knit boy, and came into the shop to see Scribner about buying a wheel. I didn't hear what was said, but Scribner turned to me and laughingly said, in a low voice: 'The kid is talking about racing, and he's never been on a wheel yet.' I gave a glance at him as he stood looking at a machine, and said, 'Yes, and he'll get there, too.' And I wasn't mistaken. I saw that he had the build of a rider."

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8,	E. F. Le Cato, Rapid Light Roadster.		
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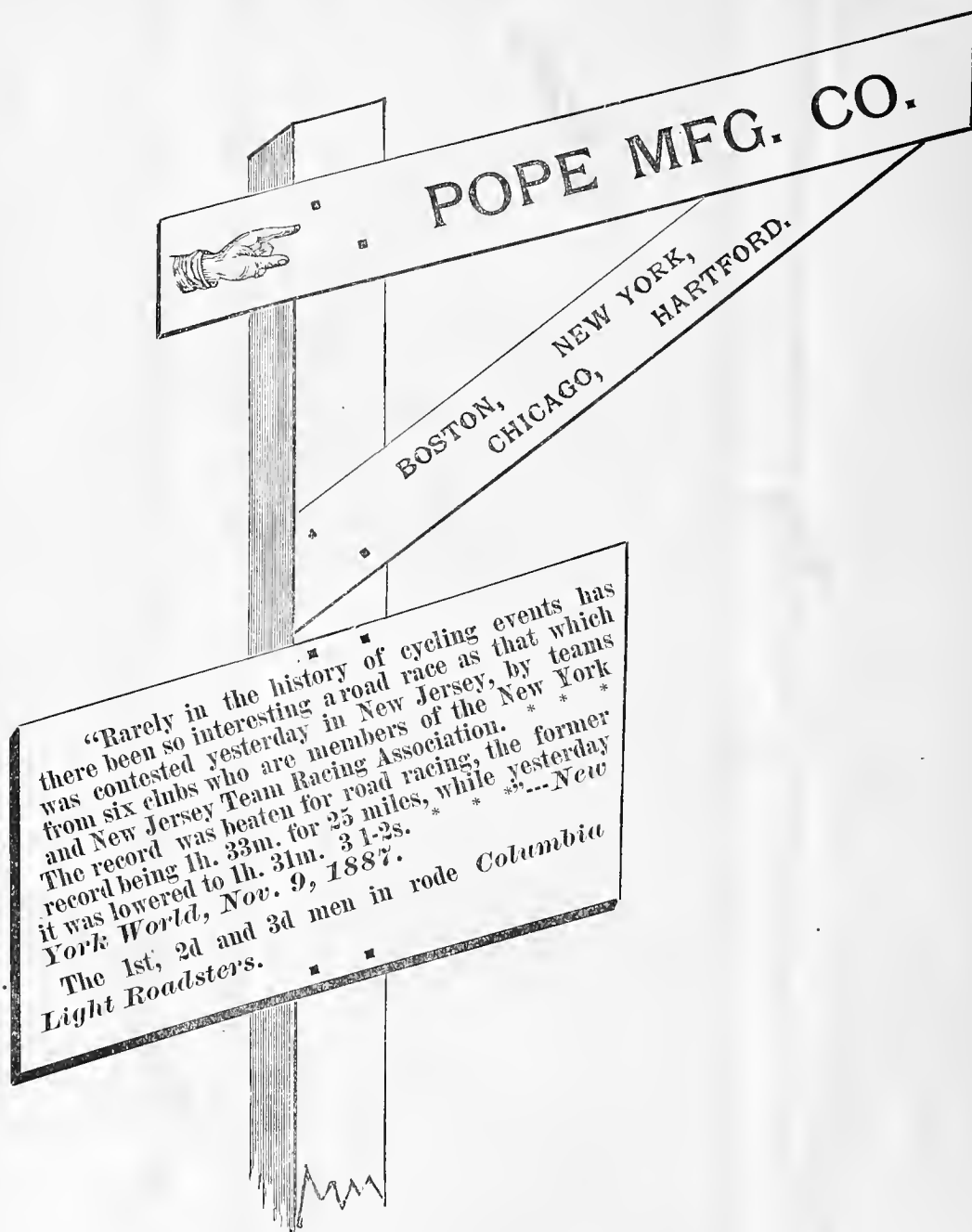
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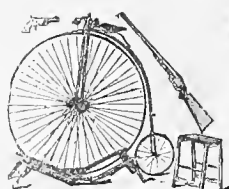
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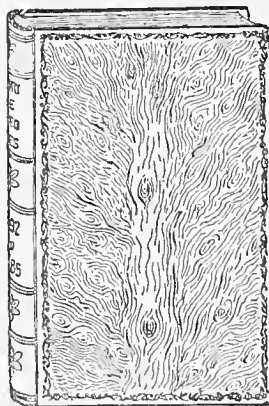
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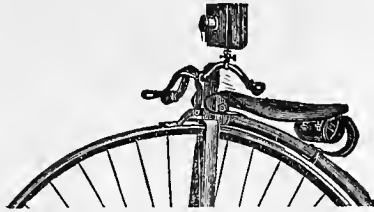
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—BY—

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Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 25 NOVEMBER, 1887.

WE are glad to note that the Lynn Track property has fallen into hands not antagonistic to cyclists, and though cycle races will not longer enjoy a monopoly in these grounds, the present path will be taken care of, and those wishing to hire the use thereof for meets and tournaments, will find the present owner, Mr. Murphy, ready to make arrangements therefor.

WE print in another part of the paper a clipping taken from *Sporting Life*, written by Augur, in which he asserts that a bicycle would have no chance in a race against a "nice little 'oss" for long distance, out of doors. We take issue with Mr. Augur, and would state that there is no one horse living, who can keep up with a good man on a bicycle, over such roads as we have round Boston, for a distance of 800 miles. He would be a "nice, dead, little 'oss" if he tried it.

DISAFFECTION in the League's methods will probably find expression in the withdrawal of the Philadelphia clubs from the national body as clubs. The individual membership will, no doubt, be largely retained. There, is, no doubt, a growing disposition on the part of members of clubs to resent the forced membership in the L. A. W. We do not think this compulsory membership a good thing; let each and every wheelman use his own free will in the matter. The League will suffer nothing in consequence; on the contrary, we think it would gain.

CHANGES in the trade will be a feature of the cycling importing trade during the coming season. Among the most important will be that of Stoddard, Lovering & Co., and the Rudge Company. It has been an open secret for some time that a change of some sort was contemplated by these two firms, but just what form the change would assume has been purely a matter of conjecture. We are now, however, in a position to state the probabilities. We say probabilities, as there is always doubt until arrangements are completed, and in this case the final settlement will not be reached for a matter of some three weeks, at which time a representative of the Rudge Co., limited, will be in the country with that purpose in view. Briefly, then, as to the probabilities. They are, that the Rudge people will establish an American agency in their own name, and that Mr. Corey has been offered the position of manager of the American branch house. We are pleased to be able to announce this fact, as

the Rudge people have such a splendidly organized agency system established through the energy of Mr. Corey, and the goods themselves are so widely and favorably known, that it would be a pity to abandon that, which has cost such a store of patience and business ability to place on so solid a foundation. We shall welcome the Rudge Co., limited, and congratulate them on stepping into a field so well-worked and so rich in the prospects for the future.

WE notice in a late issue, *Wheeling* asserts, "that in a few years hence the machines in use will have as little resemblance to those of the present day, as those of to-day bear to the dandy horse of the past." The data from which our English contemporary draws its conclusions are not given, but it vaguely states that, "already a force is in existence, which may, in a very short time, be reduced to practical use, and when that is accomplished, the first carriage to be benefitted will certainly be the tricycle." Evidently *Wheeling* is in possession of the important secret of construction, which, when made public, will astonish the cycling world. Certainly the statement and comparison made, as between the dandy horse, the modern machine, and the cycle of the future, is a radical one, and until we are more specifically informed as to what the "force in existence" is, we must be pardoned if we use the salt seller to aid deglutition. We are not of those who pooh! pooh!! every new idea because it is new, and something beyond our ken, but when we stop to think that the brightest minds have had certain inflexible mechanical laws to contend with, we naturally feel a trifle skeptical as to the "force" which is to entirely revolutionize the manufacture of cycles, and retire as obsolete all forces and their application as now known. We shall await developments with much interest.

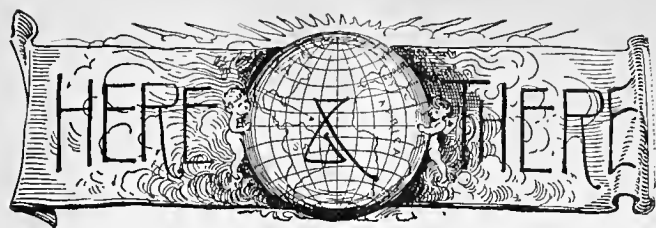
## A SERIOUS ACCIDENT.

THE store of W. B. Everett & Co., corner of Berkeley and Tremont streets, was the scene of a serious explosion last Tuesday at about 12.25 P. M. It seems that the enamelling oven was in use, when suddenly the gas which heats the oven went out. Instead of turning the supply off, Mr. Ross, who together with Mr. Butcher was in the cellar, lighted a taper and started to ignite the gas again. Both these gentlemen then approached the oven, Ross with a taper; but no sooner did they open the oven door and apply the light than a terrific explosion took place. When found by those who went down to investigate the trouble both men were discovered lying on the floor badly bruised and burned, and insensible. The injuries are very painful, though not of a serious nature. Both gentlemen were removed to their respective homes as soon as practicable, and at latest accounts are doing well. The explosion broke a good deal of plate glass, some of which fell on some passers-by, doing a little damage. The friends of Messrs. Ross and Butcher will sympathize with them, and at the same time congratulate them that the accident was not of a more serious nature.

## LYNN CYCLE TRACK SOLD.

THE property of the Lynn Cycle Club Track Association, insolvent, was sold at public auction, by Ezra Baker, at the instance of George J. Carr, the assignee. There were about thirty persons present at the sale, despite the rain, and the purchasers were Henry Murphy, John Sheehan, A. M. Richards and H. Scott Tuttle, the three last mentioned being creditors of the association. The price paid was \$1250. A representative of the *WORLD* called on Mr. Murphy, who stated that he probably would become the sole owner of the track and appurtenances, as he had made an offer to Messrs. Sheehan, Richards, and Tuttle, to purchase their shares, and that it would, no doubt, be accepted. In answer to a question as to the future uses of the grounds, Mr. Murphy stated that the present track would be allowed to remain intact for use by cyclists, and that he intended building another track on the outside of the present one for the purpose of trotting races. The grounds will also be utilized for base ball matches. Any information as to the hiring of the track, etc., should be addressed to Mr. Henry Murphy, Falmouth House, Central Avenue, Lynn, Mass.

For the first time in weeks our English exchanges come to hand sans records made during the week preceding date of their issue. This leaves an aching void, and our weekly curiosity as to what record will go next, will for a time have to be restrained.



ABOUT the richest piece of news I am able to give is that the New Jersey Cycling and Athletic Association has succeeded in so arranging things that they will hold the Roseville grounds. So if we receive a visit from the Britons, as promised by the "Senator," there will be at least one track on which they can ride. The Association proposes to make a start early in the spring, and make things "hum" for all they are worth.

THE toboggan clubs are beginning to get ready for the winter's sport, and the slides of the Orange T. C. will be made one hundred feet longer than last season.

THE Atalanta Wheelmen had about five hundred people in Association Hall, on the 14th inst., listening to Charles Dickens read his father's famous "David Copperfield." They were all well pleased.

SOME of the Orange boys are to make a "go" for the twenty-four-hour record over the Orange macadam very soon. C. S. French, W. H. Booth, C. W. Freeman, L. H. Johnson, and T. C. Gilmore, Jr., have thus far signified their intention to start.

My "Monthly Budget of Clippings From the Cycling Press," better known, perhaps, under the title of the *American Wheelman*, has "got here." That is, the October issue has (reached me Nov. 16). Doubtless the November number will come in the form of a "Holiday Issue."

W. B. BANKER, of the Passaic County Wheelmen, has succeeded in running his season's record above the three-mile notch. Mr. Banker rode to and from his business every day during the season, and took an occasional run to Paterson, Newark and other towns on his wheel.

THE Passaic County Wheelman will give an entertainment on the evening of the 29th, open to the general public. The ushers will be in full uniform, and those wheelmen who attend are requested to appear in the uniform of their respective clubs. The entertainment will be held in the club house.

"GENTLEMAN JOHN" just strike it light on the "coffee-mill" challenge. If these Star men throw out a challenge, as they have done, what more can be expected of them? Do you want them to accept it on behalf of crank riders? It would seem so, as you "don't think the crank men have any reason to put themselves about to take up the challenge." \* \* \* At any rate, don't forget that unanswered letter of mine.

KLUGE and Racing Board; Racing Board and Kluge, is going the rounds of the press, and it's about time the threadbare subject was settled one way or the other. If the Racing Board transgressed in re-instating Kluge, why in th— don't they go for the Racing Board, and have done with it. I'm glad to hear that the Hudson County Wheelmen intend to push the protest to a point, as that is the only way to clear Charley; and that it will clear him, I am satisfied. As a matter of fact, if the absurd "amateur" law was done away with entirely, and class racing inaugurated, it would please all round. We've had enough wrangling over "distinctions" to last us a life time.

THE Essex County Toboggan Club, Staten Island Athletic Club and Manhattan Athletic Club have combined their forces for the purpose of giving three entertainments, one at Music Hall, Orange, 15 Dec.; one at German Club rooms, on Staten Island, 17 Dec., and the third at the Metropolitan Opera House, New York, 20 Dec. A change will be made in the programme at each performance. The programme will include many of the attractions which were presented at the entertainment given by the S. I. A. C., in Orange, last spring, but on a greatly enlarged scale, the Charleston Blues, of Staten Island, being reinforced by the Charleston Blues, of Company A, Seventh Regiment, N. G. N. Y. The Staten Island Athletic Club, Manhattan Athletic Club, New York Stock Exchange Glee Clubs, and a triple quartette from the Seventh Regiment will

also add their efforts. The usual "end men" of minstrelsy will comprise eight, and there will be four "Mr. Johnsnings," or middle men. The second part of the programme will consist of quartettes, glees, prestidigitation, songs, dances, stump speeches, banjo, sextette and burlesque, and the whole entertainment will wind up with a grand athletic tableau, in which two hundred athletes will appear in the costume of their clubs.

#### NEW ORLEANS.

"R. G. B."

R. G. B. takes the hint, Mr. Editor, and will occasionally "drop you a line" in the future. There is one thing, however, that may be worth while recalling to your mind. I am one and the same genius (?) who manipulates pencil at this point for a certain worthy contemporary of yours, and in my capacity as such was a short time since most gloriously sat upon by a former correspondent of the *WORLD*, who recommended that your contemporary secure a full grown man for its New Orleans correspondent; which advice, however, has to date failed to bear fruit. I mention this that you may take warning and act before it is everlastingly too late. And now, Jay Phoebe, you ink-linging, curly-haired "kuss," what think you of this? and by the by, old fellow, glad to know you haven't forgotten me since you have gone up North.

CHIEF CONSUL HODGSON and Secretary-Treasurer Betts have just returned from the Shreveport, La., fair. Hodgson attended in the capacity of exhibitor and official of the cycle races, and Betts indulged in the races themselves, and brought home as a result a handsome pair of gold cuff buttons, and a \$5 hat. The following is the outcome of the races: Nov. 11, Two-mile dash—Sprigg, first; Betts, second; Alford, third; time, 8.00 5-8. Nov. 12, Half-mile—Betts, first; Alford, second; Sprigg, third; time not taken. Shreveport championships, one-mile—Sprigg, first; Alford, second; Marburg, third; time not taken.

ABOUT the only thing in the cycling line which is at present attracting attention is the handicap road race to West End (5 1-4 miles) which occurs on Thanksgiving Day. At this writing things connected therewith point to something big. All the fast men, and a number of new ones have entered, and a dozen starters at the very least are expected. The contest between A. M. Hill and C. B. Guilloite is especially attracting notice. They are very evenly matched, having defeated each other an even number of times in short-distance races, and the coming fight between them in the road race will go far towards settling a much-discussed question. George Guedry, another "flyer," has announced his intention of starting even with Messrs. Hill and Guilloite, and it will be interesting to note his showing. In this race we will give the plan of the "moving grand stand" a trial. The train of cars will follow the racers and keep them in view the entire distance. The road is usually in very fine condition, but just now is far from good, and no very fast time is expected. The prizes are, medal to first man, and bicycle accessories to second, third, fourth, and fifth. The entrance fees are to be used for a purpose a little outside of the usual. Turkey and jelly will be purchased and presented, as the wheelmen's Thanksgiving gift to one of the orphan asylums here.

#### PITTSBURG and VICINITY.

"DUQUESNE."

THE *American Wheelman* surprised us all by putting in its appearance a few days since, and although its chestnuts are venerable and have long gray whiskers, we enjoy them hugely, especially those which naively inform us that the St. Louis boys beat the world on the road, path and hill; how they ride from dewy morn until dusky eve over the De Soto road without tiring; and how the "Ramblers from way back" used to \* \* \* which no one else ever did before or since.

MURRAY and Critchlow intend trying for 200 miles in 24 hours next summer. Will Mr. Critchlow kindly tear a piece from that towel and share and share alike with Mr. Murray?

EVERYBODY here is sorry that Belding won't tackle Greenwood on the De Soto race. As Belding made it in 5.03, and walked five miles of new road, it is apparent that 4.20 would be pushed.

Who is this fellow "Duquesne"?

And is the man really insuene?

Or is it quite truth

That his name it is Hugh?

If not, then it must be McGowuesne.

WHEN the A. C. expulsion cases reach the L. A. W. Membership Committee, we may see a little ancient history resurrected that will

make some mighty interesting reading. One of the "black sheep" is liable to make a fight, and if he does there will be some fun for the audience.

GEORGE D. GIDEON, the father of Pennsylvania cycling scribes, now relinquishes both pen and pedal. He had *nom de plumes* by the dozen, but was best known as "Dixey," "Lord Dolphin," and "Don Cæsar." While he was famous as a "kicker," he was still more famous as a rider and gentleman. Every true wheelman will be sorry to lose him.

A SHORT time since I spoke of an article which appeared in the *Pall Mall Gazette* against road racing; it has since been said that Joe Pennel is now running a regular wheel column in that paper. Well, to be candid, racing on the road is illegal, so is the running of railway trains on Sunday, but neither of them will ever stop until public opinion veers round and puts a veto on them. Like the "blue-laws," which are contrary to everything as practiced in this latter half of the nineteenth century, are the laws of the road, which utterly fail to meet the requirements of the present day.

I CLIP from the *Post* of Nov. 19, the following: "What causes the broadest smile though, just now, is the exceedingly cheeky claim of the Banker brothers to a record, on account of their recent 116-mile ride, the distance being covered, it is alleged, in 18 1-2 hours. In order to obtain a record, the course must be, at least, 50 miles in length, while the course selected by the claimants was a scant 30 miles with a return, the remaining mileage of 56 miles being procured by chasing up and down the Butler plank road in the moonlight to De Haven and return. There are plenty of riders in this vicinity who could easily duplicate the performance, and would not think it worthy of special mention, and they are immensely tickled at the conceit which gave birth to so presumptuous a claim." I agree with the *Post* that the claim was presumptuous, but by what right does it lay down the law and say that to obtain a record the course must be, at least, 50 miles long? It seems that the writer of the above has not been informed of the demise of the A. C. U., neither does he know that the BICYCLING WORLD's course is between 20 and 21 miles in length, as is the Clarksville, Mo., belt road; the only records that are made on a 50-mile course are those made at Crawfordsville, Ind. I do not object to the length of the course, but merely to the attempt to claim the persimmons on a mediocre performance. [Our correspondent is not quite correct. The Crawfordsville courses are 25 and 27 1-2 miles.—Ed.]

#### TWIN CITY LETTER.

(St. Paul and Minneapolis.)

#### "GENTLEMAN JOHN."

ON Tuesday, the 8th inst., at 6.05 o'clock, A. M., Colie Bell, on a special Star bicycle, started out to break the record made by E. J. Hale, of 103 3-4 miles in 10h. 15m., actual riding time, and also to establish road records from 50 to 130 miles (the State record for long distance, made by J. R. Stockdale in 15 hours). The first 25 miles was made in 2h. 8 1-2m.; 50 miles, 5h. 37 1-2m.; 75 miles, 8h. 5m. 30s.; 100 miles, 10h. 49m. 30s. The actual riding time was as follows: Twenty-five miles, 2h. 1 1-2m.; 50 miles, 4h. 21 1-2m.; 75 miles, 6h. 32 1-2m.; 100 miles, 8h. 38m. Ending up the 100 miles at his brother's bicycle store, he rested ten minutes, and then accompanied by his brother, Grant Bell, he made 32 miles in pitch darkness, snow and rain. After riding round in the suburbs, they made for St. Paul, by way of Fort Snelling, and ended up at the Capital restaurant at 8.20 o'clock, P. M., the cyclo-meter registering 132 3-8 miles. Bell, being satisfied with what he had done, concluded to take the train home.

COLIE BELL has also taken the long-distance honors for the season of eight-months' riding time, riding 5113 miles. He rode on 214 days out of the 245. During the remaining 31 days the roads were unrideable, being still soft after the snow. From the 27th day of April he has not missed a day's riding, going out rain or shine. The score by months is as follows: March, 170 miles; April, 426; May, 917 1-2; June, 575; July, 709 1-2; August, 868; September, 638; October, 809. The above distance beats E. J. Hale's record of 1886, by 613 miles. One day he covered 112 1-2 miles in 9h. 39m., actual riding time, and his time for 132 miles was 11h. 54m. The whole time, including stoppages, was 14h. 15m. His route during the day was Hopkins, Richfield, Diamond and Pearl Lakes, Minnehaha, Fort Snelling, and St. Paul. He did the riding alone except the last 32 miles. If the weather permits, he intends to make a run for the 25-mile road record, which stands at present at 1h. 50m. Those who may be inclined to laugh at these records, should see the terrible roads they were made on. If they still remain scornful, let them come and try it themselves. A trial of this side would shut them up forever.

BROTHER wheelmen, take off the unsightly and cumbersome

brakes. They are a relic of barbarism and a mark of effeminacy. It is a good idea to ride without a brake. It gives a rider an amount of control over his machine he can get in no other way, and with a little practice a rider can "back-pedal" down as stiff hills as he ever dared to ride down with a brake. If a hill is too steep to ride without a brake, it is good policy to walk down. Back-peddaling develops a set of muscles in the thigh and calf which are extremely useful in wheeling,

NEARLY every Sunday a party of Minneapolis wheelmen come over to St. Paul and pay me a visit. I am always glad to see them. They no not understand the reason the St. Paul rustics laugh at passing wheelmen. I do. The people are very "young" in certain matters. Many of them are essentially vulgar, and have never ventured very far into the pale of civilization (whatever that may mean.) They are totally unacquainted with the customs of other localities, far less countries, and are boorish, clownish and inhospitable to an alarming extent. Not so with Minneapolis people.

THE *Evening Dispatch* of Edinburgh, apparently a "liberal" paper, as its editorial column seems to be devoted to eulogizing the "Grand Old Man," devotes much space and favorable criticism to the six-day race at the Waverly Market, in which the American team compete against the cracks of Scotland, England and France. I know that wretched market, and once nearly killed myself in negotiating a turn on a 55-inch racer.

#### RECORD OF THE WEEK.

"Not make a mile in 2m. 20s.? Let somebody who doubts the possibility of the performance offer \$1000 to the one who can first make it, and he need not be astonished if more than one of the riders of to-day can succeed in accomplishing the feat."—*Herald*. We don't feel like offering the first man who does it \$1000, and we don't bet; we, however, agree to give a handsome gold medal to the first man to accomplish the feat of one mile in 2.20, providing it be done within the next two seasons; the only condition being that either the editor of this paper or his representative, be present at the performance. We do not believe, however, that the offer of \$1000 would secure the record at those figures. Ten seconds on a mile is a heap, and represents about 360 feet at the rate of 2.30.

LATE suppers, Welsh rarebits, etc., are the latest fad among members of the Boston.

IN consequence of the annual holiday on the last Thursday in November we go to press one day earlier than usual.

Now that Kluge has been re-instated, the friends of Percy Stone will make an effort to have him taken back as an amateur.

IT seems that the celebrated dandy horse window in the church at Stoke Poges, dates about 1580, and that the work was executed in Italy.

AT the close of the first day in the six-days' contest between the cowboys and bicycles at Agricultural Hall, London, the wheelmen were a mile and one lap ahead.

A. L. BOWER defeated E. Hale in a neck-and-neck 10 3-4 mile cycle road race in England, Oct. 29, in 42m. 42 2-5s., only 15 yards separating the men at the finish.

H. D. COREY has arrived back in Boston after an absence of a month in England. Mr. Corey's home-coming will be a sad one, as his father died during his absence.

Now that Etherington has severed his connection with *Wheeling*, we suppose we shall hear something definite about that exhibition of sporting goods promised by Dame Rumor.

ECK now feels that he can go to sleep for the rest of the season, the team under his charge having got the 100-mile and the 24-hour records in a nook that it will be very hard to reach.

WILHELM, of Reading, Pa., is one of the most successful amateurs of the past season. The total value of his winnings in medals and prizes is estimated at \$2000 for the whole season.

THE *American Wheelman* is out, and it celebrates its October number, which appears in November, by stating that 2.20 for the mile will be accomplished within the next five years. We doubt it.

DINGLEY, of the Champion team, seems to think that 360 miles is about his mark for a 24-hour indoor record. We do not know of a man who can get closer to it, if he tries, than the aforesaid Dingley.

THE N. C. U. does not follow very closely in the lead of our own L. A. W., as it positively refuses to re-instate any of the "maker's amateurs," or those who had ever been suspended as such. That's "biz."

We positively and decidedly refuse to reveal the identity of the young man who thought he looked like the Princess of Wales. No amount of coaxing or threatening will cause us to divulge his personality.

MR. JOHN READ, of Wm. Read & Sons, is a member of the Massachusetts Legislature. We wish the Legislature was composed entirely of just such men as Mr. Read; the public welfare would be better subserved.

MORGAN has been riding John Keen a five-mile match race. Keen rode his new patent geared wheel. After going about seven laps, the rubber tire of the "old hoss's" back wheel came off, thus giving an easy victory to the American.

MR. WM. FLINT, of Wakefield, Mass., met with a serious accident last week. He was found unconscious in the road, having been there some two hours before he was discovered. His collar bone is broken, and he is otherwise badly cut and bruised.

THE Amusement Committee of the Boston Club are soon to revive the winter entertainments that proved so attractive last season. It is hoped that Chairman Donahoe will retain the leadership of the committee, as he is a man of limitless resources.

It looks now as if the year 1888 would come and go without any Columbia team being in the field. There is lots of time between the present and next spring for the Pope people to change their mind. Remember that Howell *et al.* will visit this country next year most probably.

THE Citizens' Club of New York held a very swell musicale at their club house last Tuesday evening. All the cycling lights of the city were present, and many from out of town. Kennedy-Child, who has just come back from New York, reports a delightful time at this reception.

THE Bristol County wheelmen have distinguished themselves by prohibiting the smoking in their club rooms. Why this extremely eccentric regulation? A contemporary suggests that the too frequent indulgence of "two-fers" by certain members of the club may account for the rule.

A NEW bicycle club has been organized at Lawrence, with the following officers: President, Charles H. Davis; Vice President, Dr. C. W. Partridge; Treasurer, William S. Jewitt; Secretary, H. L. Sherman; Directors, Charles H. Davis, C. H. Beedle, A. H. Robinson, Francis Cogswell, Dr. George W. Dow.

A LOT of new vulcanite handles for the New Mail, were lately sent Charlie Schwalback of Brooklyn. For some reason Charlie suspected dynamite, and was scared into fits. All sorts of experiments were resorted to, to find out the contents of box, until at last after great care, the box was opened, and—the bill at the bar was just \$3.95!!

FOR nearly a year the *Cyclist* has been hard at work getting up a fund to supply a life-boat equipment to present to the association as a jubilee gift. The sum has been raised, and the *Cyclist* is happy, as it should be, in that it has accomplished a good work. The total sum raised is in the neighborhood of \$3,400, all paid in sums of six pence up.

"DEAD as Chelsea." And why dead? Chelsea is not dead by any means, but takes steps to see that the guide board law is put into force. Local clubs have been after the city officials, and the said officials have agreed to see that the boards are placed in position. Hereafter let it be "as *live* as Chelsea." The old slur has no longer any edge.

A LARGE story has been going the rounds that Hollingsworth demanded \$5000 of the Pope Mfg. Co. to ride in our proposed Boston to Chicago race. We are not advised as to the amount that Hollingsworth demanded and did not get, but we *do* know that \$5000, the figure named by some papers, is away beyond the amount talked of by Sam and his principals.

WE wish we could have accepted the invitation of the Long Island Wheelmen to be present last Wednesday at the house warming of their new club house at No. 1281 Bedford avenue, Brooklyn, N. Y., but as our Thanksgiving engagements called us to another part of New York State, we had to forego the pleasure of being present. We wish the L. I. W. a nice warm time.

OUR Minneapolis-St. Paul correspondent, "Gentleman John," is soon to hie him away to the land of the thistle, bonny Scotland. We shall all be sorry to lose him, but we hope 'tis only for a time. He has promised to call on us *en route*, and we shall hope to be able to extend some slight personal courtesy ere he leaves the shores of America.

"KING SOLOMON'S MINES" has been parodied by one who calls

himself Hyder Ragged, and his production, "King Solomon's Wives." The *Cyclist* seems to think that a wheelman is responsible for the parody, on the ground that "this description, coupled with the fact that Sir Harry rides up to the starting point on a tricycle, is clad in C. T. C. costume, and carries as his literary pabulum in the heart of Africa a copy of the *Cyclist*, which in the humorous illustrations is always lying about somewhere, seem to point to the fact that "Hyder Ragged" knows something of the world of wheels. Who is the cyclist that has done this thing? Anyway, to one who has read the original book the parody is very funny."

THE Brookline Club took their first annual dinner at Young's Hotel last Thursday evening. Some forty members and guests sat down to the table. Among the guests of the evening were Messrs. Correau and Morrin of Le Trappeur Club of Montreal, and W. Farrington and Capt. Peck of the Massachusetts Club. The Brookline Club is really the "young men's" representative club of this vicinity; it has in its ranks some of the best riders round Boston, and it was with some surprise that its members were made conspicuous by their absence in the Eastern Road Club race a month ago. The Brooklines have the *material* for a team; all they need to be is a little more ambition to make a mark in the road racing annals of this vicinity. The Boston and the Massachusetts Clubs are composed of sedate men, and can hardly be expected to hold a prominent position as road racing clubs, but it is to clubs like the Brooklines, whose membership is composed of young men, that we expect to see keep up an interest in the sport of road racing.

THE town of Quincy, Mass., has, for past years, been celebrated for its villainous roads, but we are happy to say that the authorities of that corporation have at last wakened up, and are determined to mend their ways in the future. Their first move is to build over that portion of the road through Quincy to Quincy Point, and thence to Weymouth, in a manner that is remarkable for its thoroughness and scientific construction. Cyclists, who now pass over that road, will no longer have occasion to use strong and difficult words in expressing their opinion of the town road masters. On several occasions our business or pleasure has necessitated our passing through Quincy at the risk of our neck, and we are happy to think that hereafter we shall not feel constrained to make our will and bid our friends an affectionate farewell, ere we venture on to the highways of the ancient town.

"THE man who has discovered that steam can be conveniently applied to the bicycle is not such a benefactor to the race as he evidently believes himself to be. He has simply invented a device which takes from the wheel its athletic character, and does not leave much instead. The bicycle is only useful as an instrument for the increase of muscle. If a man wants to travel by steam, he can patronize a railroad. Besides, it is not every man who can run an engine, or would if he could. The steam bicycle will do no more to hurt bicycling than the steam launch has done to injure yachting." The above is taken from the *Omaha Chronicle*, and 'tis evident the writer is not up with the times, when he states that the bicycle is useful for the "increase of muscle." This is rank heresy, and no such thing. The bicycle is an instrument useful in the development of the tricky, tactical side of a man. We have embraced the Hillierist theory, and we are going the whole hog. "Muscle" be hanged, that is an exploded theory. Eh, Prial?

THE reasons why Kluge was protested in the New York and New Jersey Road Race Association are contained in the following letter from A. B. Barkman, of the Brooklyn Bicycle Club: "*First*.—On the ground that he has not been an active member in good standing of the club he represents, for three months previous to the race. *Second*.—That he is a professional or promatuer. *Third*.—That the Racing Board had no right and has no power to re-instate him, or any other professional. *Fourth*.—That allowing men of his class to compete is contrary to the spirit of the association, which is to foster purely amateur and friendly competition between the contestants; and *Fifth*.—That allowing him to ride will establish a bad precedent, and demoralize the harmonious workings of the association. In entering this protest, I would say that I have been urged to do so, and that I voice the sentiment of a large number of wheelmen, and I protest, not only as Captain of the club I represent, but also as a delegate to the association."—The third reason, as to the power and right of the Racing Board, is likely to raise a smudge in that Board. Out of this we may have a circus.

A GENTLEMAN writing to a contemporary, states the fact that he contemplates taking a run of some thirty miles on Thanksgiving Day into the wilds of Jersey, and asks if there is any one in the vicinity of Philadelphia or Camden who has the temerity to accompany him in his tremendous and perilous ride. The gentleman has a very long name, and he signs the letter in full. The importance of this great proposed ride, and the record distance named, of thirty

# COVENTRY MACHINISTS' CO., LIMITED.

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On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, **BEATING THE EXISTING RECORD FOR 10 MILES BY**

## One Minute 56 $\frac{2}{5}$ Seconds.

Covering the whole distance in

## 27 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

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239 COLUMBUS AVENUE

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BOSTON, MASS.

# Good Men on Good Wheels

## PUT THE RECORDS WHERE THEY STAY.

It is about a year since Stillman G. Whittaker made the following set of World's Records on the Crawfordsville course, viz.:

**10 Miles in 29 Minutes 1 3-4 Seconds.**  
**20 Miles in 59 Minutes 35 4-5 Seconds.**  
**100 Miles in 6 Hours 1 1-2 Minutes.**

And these records have stood ever since, notwithstanding the fact that the competitive trade have done their utmost to acquire them.

While other manufacturers have built special wheels for this purpose, which differed materially from those they offered the public, all of our performances have been on the identical wheels listed in our Catalogue, and we claim, therefore, that they are remarkably significant, and demonstrate unquestionably the

**EASY \* RUNNING \* QUALITY \* OF \* OUR \* BEARINGS.**

Then that performance of Frank Dingley's on the Lynn Track:

**100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds.**

Being 25 minutes better than the American record and 11 minutes better than the English record. Quite a number of attempts have been made to lower this by other makers since, all of which proved to be failures.

We think the above is ample evidence to convince the most skeptical, and to efface any impression to the contrary caused by the false statements of our traducers.

Respectfully submitted,

# Gormully & Jeffery Mfg. Co.,

**CHICAGO, - - ILL.**

 Send for the last edition of our Catalogue.

miles, "all in one day," will, no doubt scare many of our great road riders. That our contemporary should give space to such an announcement gives the impression that copy must be mighty scarce in the office thereof. We shall now expect to see men writing letters to the same paper, announcing the fact that on such and such a day they expect to take a tour of a mile and a half out to the forks of Beacon street and return, and asking for company in their wild and reckless adventure. We may be accused of giving space to notice such nonsense, but the letter and the grave announcement are too overwhelmingly absurd to pass over without a laugh. Why, Tom Stevens started round the world with less announcement than does this gentleman, who "contemplates a run" of thirty miles, "or even" thirty-six miles, all in one whole, large, elegant day.

"THE Louisville Courier-Journal has a new and distinct version of the bull and bicycle story. This is about the truth, I believe. By way of variety it strikes me that Dingley's running into-a-horse-and-knocking-him-down tale is a change for the better. But why not get up something startlingly new? How would this do for instance? While Mr. J. O. Spotts, President and Captain of the Eureka Bicycle Club of Taffitulu, was taking a pleasure ride on the towpath of the canal the other evening, he was overtaken by the swift-sailing packet 'Mary Jane.' Infuriated at the sight of Mr. Spotts on his beautiful 48-inch Budge wheel (G. L. Jones, agent,) trespassing upon forbidden ground, the enraged canal boat made a furious charge at him, climbing up the bank and overtaking him rapidly as he fled. Grasping his handles with the grip of death, Mr. Spotts bent over the bar, and put forth his best speed. There was no time to think! It was a race for life or death! Faster and faster went the bicycle! Faster and faster came the grim pursuer! Capture seemed inevitable! Behind him the 'Mary Jane' charging along with the grim desire of an unfed and desperate canal boat! On one side a steep, precipitous bluff! On the other the canal! Despair! Desperation! Suddenly a gleam of hope shot through the heart of Mr. Spotts. Running his hands through his hair, he plucked out the hayseed and straw, dropping them behind on the path with a last effort, he sank exhausted from the saddle. He was saved! It was the last straw that did it. The mules, on reaching the hayseed, stopped to devour it so suddenly that the 'Mary Jane' was unable to check her speed, and plunged headlong into them. Crash! Mules, 'Mary Jane,' and all, fell headlong up the side of the bluff, a total wreck. After a short rest, Mr. Spotts rode home in the twilight, thanking Providence for his miraculous escape, and vowing that hereafter he would always carry a bale of hay about with him. Mr. Spotts vouches for the truth of this story. Mr. Spotts is a prohibitionist."—*American Wheelman*.

"PRAY you, my good friends, don't think I am egotistical if I venture to remark that I looked in at the Agricultural Hall yesterday in order to see how the managers of that noble institution which combines ancient art with modern science were getting on in their preparations for the mustang match against the bicycles. I thought, perhaps, some of the horses with Broncho Charlie and Conko Bill, together with the Bicyclists, Howell and Woodside, might have been there taking the "heft" of the thing, as they say down West, and which phrase was used down West centuries before it went to "Amurrica." I speak from personal knowledge, and am not to be beaten by any fisherman in the untruthful department. Preparations were more backward than I expected to find them, but, perhaps, it was as well, because it afforded me an opportunity of seeing the groundwork of the thing. Every horseman must know that, however clever, quick of hand and eye, hard-headed and enduring be the riders round a confined space like the Agricultural Hall, the bicycles must have advantages at the turns, and that is where I expect the wheelmen will win the race. For goodness sake don't take this, an adverse opinion to the horsemen, with whom my sympathies rest, but if they win, they will win against artificial difficulties, for take them over a country, or a prairie with or without a fence, the machine would be nowhere behind that noble animal, described by Messrs Tattersall, Messrs. Freeman, Mr. Rymill, Mr. Tompkins, an other naturalists, as the "nice little 'oss." In the Agricultural Hall galloping track, crossbars of wood are laid down at about a foot and a half apart, to give a hold to the strike of the hoofs, and the corners of the track are sloped to meet the impetus of the swing of man and horse as they dash round at full speed, and so prevent slipping up. Whatever be the practical results of the contest, I am of opinion that it will "catch on," and that London sight-seers will not fail to flock in their thousands to see a brilliant exhibition of speed and endurance on horseback and on wheels. When Artemus Ward puffed a thing he said he was paid for doing it. I may say that, unlike that brilliant genius, whose memory everybody who knew him reveres, I am not paid for this puff, and it is not an advertisement. But I hope it will do good, and that I shall not be found wrong in my deductions. The Agricultural Hall next week will be good."—*Augur in Sporting Life*.

MR. TOM BUMPUS.



THE original of the above, whose name and likeness heads this article, is and has been a central figure in cycling circles for many years. He first became prominent in racing as an exponent of the now obsolete school, that taught the votaries of cycling, that wind, muscle and pluck were the necessary factors to make a successful racing man. He is the holder of some of the records made when this coarse and vulgar style of racing was in vogue, and we are assured by this great man that this is a source of constant regret and chagrin to him; as faithful biographers we cannot, however, conceal the fact. In the year 1887, he began to study the theory advanced by that great champion of the new tactical school, Mr. George Lacie Hillthere, and his American apostle, Mr. P. F. Trial, and the subject of this sketch soon saw possibilities in the new departure, that bid fair to obliterate the old school fast men from the face of the race tracks. Mr. Bumpus was really the first American exponent of the tactical method, but soon he had many followers, and now, to-day, (July 10, 1894), he can count his pupils and his admirers by the thousands. The series of triumphs and victories enjoyed by Mr. Bumpus are fresh in the minds of our readers, but undoubtedly the greatest race he ever rode, and the one of which he is proudest, was the one-mile world's championship that he ran with England's best man, Dickey Growell, in the unprecedented time of 42 minutes. We never shall forget the enthusiasm of the spectators, consisting of a blind man, four small boys, an organ grinder, and a monkey, as the unapproachable Bumpus out-generated the Britisher. It was a contest of giant intellects (the time, 42 minutes, shows that), and it was a proud moment when Dickey shook hands with his intellectual antagonist, and remarked, "Bumpus, my lad, you have a large head for tactics." It is a lamentable fact that this new style of racing does not draw big gates. The world is yet too brutally inclined to enjoy such grand exhibitions; we even now hear the coarse and low-minded speak regretfully of the days when the muscular, plucky Rowes and Howells used to fly round the track at a 2.30 clip and win races by mere horrible brute force. Mr. Bumpus is not only celebrated from a racing point of view, but he is prominent in a cycling literary way. His series of articles that appeared in the WORLD during the winter of 1893-4, on "How to Win Races and not Ride," have already reached a world-wide fame. His bright little book, entitled "Tricks and Tactics," is now in the hands and pockets of every racing man in the universe. Who has not laughed over his rich, poetical satire of "How to Win, a retrospect of how they used to ride." There are several other articles of value that he has contributed to a grateful public. Mr. Bumpus is a living example of how a man possessed of a large head and no physique can become a champion cyclist. One more point and then we have done.

It will be remembered that the manufacturers, in those days of ignorance, were won't to spend much time and money in perfecting machines, so that ease of running and great speed could be obtained; hence *fast* time. The fallacy of this "fast time craze" has been proven by the followers of the "tactical school," and the consequence is that the old-fashioned spider wheel and ball-bearing 24-pound racing machine is no longer known in the land, but the three-wheel wooden machine of our boyhood has been found to be the machine of the tactician. A sad proof and witness of this are the weed-covered factories of Coventry, Hartford, Chicopee and Chicago. The machine ridden by Mr. Bumpus is a 30-inch Whirling.

#### ENGLISH RECORDS.

THE N. C. U. Records Committee have passed the following claims:

##### BICYCLE (PATH).

Quarter-mile, 37 1-5s.—P. Furnivall, Berretta C. C., at Crystal Palace, 14th September.

Half-mile, 1m. 14s.—W. A. Illston, Speedwell B. C., at Coventry, 9th July.

Two miles, 5m. 22 1-5s.—F. J. Osmond, Norwood Safety B. C., at Crystal Palace, 25 August.

F. J. Osmond, Norwood Safety B. C., at Crystal Palace, on 8th September:

MLS.				M.	S.	MLS.				M.	S.
3	-	-	-	8	14 2-5	7	-	-	-	19	33 4-5
4	-	-	-	11	5 2-5	8	-	-	-	22	26 1-5
5	-	-	-	13	55	9	-	-	-	25	16 4-5
6	-	-	-	16	40 2-5	10	-	-	-	28	4 3-5

P. Furnivall, Berretta C. C., at Surbiton, on 22d September:

MLS.				M.	S.	MLS.				M.	S.
I1	-	-	-	32	7 3·5	15	-	-	-	43	59 3·5
I2	-	-	-	35	4 2·5	16	-	-	-	46	55 1·5
I3	-	-	-	38	2 4·5	17	-	-	-	49	55 1·5
I4	-	-	-	41	3 1·5						

Eighteen miles, 52m. 53 2-5s.—M. V. Cassal, Berretta C. C., at Surbiton, 22d September.

P. Furnivall, Berretta C. C., at Surbiton, 22d September:

MLS.				M.	S.	MLS.				M.	S.
19	-	-	-	55	50 1-5	23	-	-	-	67	51 2-5
20	-	-	-	58	50 3-5	24	-	-	-	70	52
21	-	-	-	61	50 1-5	25	-	-	-	73	49 3-5
22	-	-	-	64	51 1-5						

C. Potter, Surrey B. C., at Surbiton, on 24th September: From 28 to 50 miles, inclusive, as per the WORLD of 14 October.

Greatest distance in 1h., 20 miles 675 yds.—P. Furnivall, at Surbiton, 22d September.

Greatest distance in 2h., 37 miles 1,420 yds.—C. Potter, at Surbiton, 24th September.

##### TRICYCLE (PATH).

Quarter-mile, 40 3-5s.—F. S. Buckingham, Blackheath Harriers, at Coventry, 22d October.

A. L. Bower, London Wheelers, Crystal Palace, 20th September:

MLS.			H.	M.	S.	MLS.			H.	M.	S.
21	-	-	1	8	29 3-5	24	-	-	1	18	41 3-5
22	-	-	1	11	50 4-5	25	-	-	1	22	5 4-5
23	-	-	1	15	10 1-5						

A. L. Bower at Crystal Palace, 26th September: From 26 to 50 miles, inclusive, as per the WORLD of October 14.

A. L. Bower at Crystal Palace, 30th September: From 61 to 150 miles, inclusive, as per WORLD of October 21.

##### TANDEM TRICYCLE (PATH).

Quarter-mile (flying start), 38s.—E. B. Turner and E. Kiderlen, at Long Eaton, 8th July.

Mr. J. S. and Mrs. Smith, at Crystal Palace, 8th October:

MLS.			H.	M.	S.	MLS.			H.	M.	S.
21	-	-	1	7	1 3-5	24	-	-	1	16	55 3-5
22	-	-	1	10	19 3-5	25	-	-	1	20	6
23	-	-	1	13	37 1-5						

##### TRICYCLE (ROAD).

Twenty-four hours (264 miles), G. P. Mills, Anfield B. C. Hatfield, Biggleswade, Peterborough, Wisbech, Long Sutton, Lynn, Dereham, Lynn, Long Sutton, Wisbech, Peterborough, Biggleswade, Bedford, Biggleswade, and Potten Road, on 3d September.

For the Records Committee,

FINLAY A. MACRAE, Hon. Sec.

#### RALPH TEMPLE WINS A 5-MILE RACE FROM DUBOIS.

At Agricultural Hall, London, Nov. 7, R. Temple and Jules Dubois, rode a 5-mile match, thus described by the *Cyclist*: "At the word go Temple rushed off with the lead. Finishing the first mile Dubois seized premier position and cut out the running at a good pace, only to be dispossessed of the lead as they finished in the next lap. Throughout the rest of the distance the men gave a fine display of sprinting, alternately running up and taking the lead, to the delight of 7,000 spectators gathered round the tracks. A lap-and-a-half from home Temple rushed to the front with a magnificent spurt, and pedalling like a little demon took a ten yards lead from the Frenchman, which he never lost, and going on won by six yards. Time, 16m. 1 1-2 s."

#### HARVARD BICYCLE CLUB ROAD RACE.

THE 15-mile handicap road race of the Harvard Bicycle Club was successfully run last Friday afternoon. The weather was very fine, except for a rather strong wind. Doane and some other Boston riders came out to see the race, and the former kindly acted as pace maker for two of the riders. McCammon, who stood a good show for first place, was nabbed by a policeman and lost two or three minutes arguing about the moral benefits of road racing in general, and the road race of the Harvard Bicycle Club in particular, and (incidentally) giving his name and address. Herrick took a bad header, which delayed him several minutes, but he regained some of his lost ground, when a policeman chased him a block, with a policeman's notorious swiftness. The five first men in were freshmen, and class '91 also produced the two best times. The first two men received prizes, and Norton gets a cup for going over the course under 1h. 10m. Considering that none of the men were in training—in fact, the race was only announced four days before it occurred—the times were very creditable. The course began near Central Square, Cambridgeport, and ended near Mt. Auburn, and measures just fifteen miles. Merrill, '90, and Drake, '88, took the time and position at finish. Eleven men started, and the following finished:

	START.	ACTUAL TIME.
	M.	H. M. S.
1, E. A. Bailey, '91,	-	1 05 20
2, R. H. Davis, '91,	-	1 01 30
3, Kenneth Brown, '91,	-	1 10 30
4, A. H. Williams, '91,	-	1 12 35
5, R. D. Herrick, '91,	-	1 12 40
6, J. W. McCammon, '88,	-	1 17 16
7, N. F. Hesselstine,	-	1 13 20
8, E. A. Darling, '90,	-	1 11 43
9, Elliot Norton, L. S.,	-	1 07 46

\* Scratch.

#### HORSES vs. BICYCLES.

THE latest advices from England in regard to the match between R. Howell and W. M. Woodside on bicycles, and Brocho Charley and Marve Beardsley on mustangs, only give us detailed accounts up to the closing of the fifth day. The contest is a 48-hour one, six days, eight hours a day. "Senator" Morgan is managing the affair and the race has proved one of the greatest drawing cards of the season. We clip from the *Sporting Life* some of the details:

A wonderful amount of excitement was worked up, and every change in the positions of those engaged was easily watched and applauded. When the competition was brought to a conclusion on Thursday night, the cyclists were leading by a mile and nearly 600 yards, but this advantage was soon reduced yesterday, and before four o'clock, or less than three hours' riding, the balance was on the other side of the books. The concluding hour was marked by unusual excitement, Beardsley riding magnificently, while Woodside tried hard to wrest the lead. At the finish the horses, however, had the best of it with a lead of a quarter of a mile.

The hall was much brighter when the competitors were started for their fifth day's work, and there was a numerous company present from the time the doors were opened. Broncho Charley was the first to bestride the noble animal, having Howell for his opponent, and both dashed along gaily. The horsemen made the most headway, and in the first thirty minutes rode 9 miles and 3 laps, against 8 miles 3 laps, covered by the cyclists, a gain of a mile and nearly 100 yards. There was an absence of excitement until just before the expiration of the first hour, when Broncho Charley brought on a stubborn animal with the intention of giving him a lesson. Before he managed to get his mount round the track the latter buck-jumped tremendously, but in the end the Texan was master.

The horses continued to have the best of matters, and shortly worked to the front once more, neither Howell or Woodside caring

to adopt spurring tactics. Despite the rain, visitors poured in, and Temple and Maltby had a rare good "house" when they went through their performance in the inclosure. As the evening drew on the building presented a dismal aspect, and there was much less enthusiasm than usual, until, under the brightening effect of the gas and a five-mile race between Patrick and Young, the assemblage woke up. Spurred on by their partisans, the wheel riders now increased their pace, and as the horses all round showed signs of tiring, the rival modes of travelling rapidly neared each other, as shown on the score-board. Shortly after five o'clock, Woodside, by some fast wheeling, worked the cyclists' total ahead, but although Howell also pedalled fast, Broncho Charley regained some 300 yards in the following half-hour. The American champion cyclist reached 300 miles at 34h. 39m. 14 3-4s., and Broncho had ridden a like distance in 35h. 24m. 19 1-2s. A few minutes before six the Texan horseman sent his horses along faster, and more than held his own with Howell, each drawing loud applause for their efforts. On changing about, Beardsley and Woodside followed suit, the latter having the best of it for a time, but the scores fluctuated considerably, as now and again some of the horses were slow, when the wheelmen had all the best of it. Six hundred miles were booked to the cyclists at 35h. 44m. 17 1-4s. from the start, and 35s. later the cowboys were credited with a like distance. Beardsley now fairly warmed to his work, and in smart styled knocked off a lap of the leeway. At half-past six, 36 hours from the start, the distances covered were as follows: Cycles, 604 miles 550 yards: horses, 604 miles 251 yards.

Broncho Charley, who had been lying back for a big effort, now came on, and, as before, had Howell for a rival. The horseman, to put it in his own words, was "terrible sore," but he put all his mounts along at a fast gallop, and rapidly wiped off the deficits, so that at 6.48 the scores were again equal. Woodside did not relish this state of things, and despite all the efforts of Beardsley, by some fast sprinting for several laps at a time, soon had the balance the other way. The excitement was kept up when Charley took his turn, looking as fresh as paint, and after a few laps, in which he drew away, Howell appeared. At the close of the thirty-seventh hour there was exactly 500 yards difference, and this in favor of the pedalists. Howell completed 300 miles in 37 hours 7 minutes, and then, after some intense excitement the Wild West division had the pleasure of seeing their men ahead. When Howell retired at eight o'clock he appeared very tired, but his partner started off full of go, but Charley kept pegging away, and retained his advantage, as did Beardsley, who rode a few minutes later. The difference between them at the end of the thirty-eighth hour was 750 yards in favor of the "cow punchers," and during the following thirty minutes some very exciting racing was witnessed; Broncho Charley and Howell both put in all they could, and the Texan, who was mounted on his favorite steed, rode round lap after lap alongside the wheelist, which meant a gain of thirty yards in each circuit. By a quarter to nine, the cowboys led by 1130 yards. When Stanton and Cann decided their five-mile race, Woodside fairly laid down to business with a will, and lapping them four times in as many miles, pulled up hand over hand on the horseman, and an hour from the close there was less than 700 yards dividing them, while at the finish the scores were as follows:

HORSES.			CYCLES.		
Broncho Charley,	-	337 4	W. M. Woodside,	-	347 4
Marve Beardsley,	-	336 4	Howell,	-	324 2
Total,	-	674 0	Total,	-	673 6

CYCLES.			HORSES.		
Hours.	Miles.	Laps.	Miles.	Laps.	
8	-	-	137	7	136 6
16	-	-	271	7	272 0
24	-	-	405	5	406 0
32	-	-	536	5	535 2
40	-	-	673	6	674 0

W. A. RHODES may be a starter in the coming six-day race at Minneapolis. It will make a good field with Hollingsworth, Whitaker, Dingley, and Rhodes in it.

CAPTAIN IZOD, of the Southsea Tricycle Club, recently rode a machine lighted by means of a small incandescent lamp. The light is described as being very bright, and the experiment was voted a success.

THROUGH the courtesy of Mr. W. M. Brewster of St. Louis we are in receipt of a dainty invitation to be present with ladies at a series of five entertainments, to be given by the Missouri Bicycle Club during the non-riding season of 1887-88. Below we give the list of good things the club has arranged for the pleasure of its members and their friends: Friday, Nov. 18, initial hop; Thursday,

Dec. 15, musical and literary entertainment; Thursday, Jan. 12, literary entertainment; Thursday, Feb. 9, bal masque; Thursday, April 5, April-fool party.

### MR. BOWSER BUYS A BICYCLE.

(Not from the Detroit Free Press.)

I was perfectly sure, from certain infallible symptoms, that Mr. Bowser had some new fool scheme on hand, but all I could do was to wait developments, and see in what direction his erratic brain would bring him to grief. For the past week he had been smuggling in a vast number of pamphlets and books. Unfortunately for the gratification of a natural curiosity he keeps these books under lock and key, and so I was in utter darkness as to the nature of the new fatal madness, until one day last week he burst into my room where I was lying down trying to sleep off a bad headache, and announced the fact, without any preamble, that he was "going to ride a bicycle." Notwithstanding my disgust for all his past imbecilities, I could not restrain a feeling of the deepest pity at the prospect of the inevitable maiming of his poor body and humbling to the dust of his unquenchable vanity. However, I restrained my natural impulses, and only asked meekly:

"Do you know how to ride a bicycle, Mr. Bowser?"

"Any live idiot can ride a bicycle," snarled Mr. B. "You are always making a Tom-fool objection to my level-headed plans."

"Wait a moment," said my "level-headed" spouse, and he dusted out of the room, soon returning with his arms full of the mysterious publications.

"I tell you," broke in Mr. Bowser, "that cycling is the *Alpha* and *Omega* in health, happiness and riches; and then consider the fresh country air that can be had just for the asking, so to speak, Mrs. Bowser. Madam," continued the dear old lunatic, "I am going to buy a tandem tricycle for you to ride with me, and together we will regain our youthful looks and feelings; together we will glide through shady lane and bosky dell, and live over the life of our courtship together."

And the old ninny actually came over and gave me such a kiss as he had not inflicted in years.

"Learn how to ride? Why Mrs. Bowser; Madam, it is as simple as A, B, C.; follow these directions." And Mr. B. having selected a book from among the pile, he opened it and proceeded to read something about how not to spring, how to lean on this side, how tumble on that, and explicit directions were given that the tyro should not ride one inch further than he found possible.

Mr. B. had grown so emphatic in his description that his face had assumed a crimson hue and his breath came in gasps. He then proceeded to give me an illustration of how to hold the handles, how to put one toe on the step, and how to hop into the saddle. With his arms extended, his back bent at an angle of 45 degrees, and one foot in the air, he began to hop violently around the room, and his eye was on me so that he could note the effect of his graceful posture and movements, he failed to discern a low footstool that lay right in his path. The consequence was that his foot struck it, and he at once executed a sudden dive, his head landed in my waste basket and one of his feet got tangled in the rung of a 50 pound rocking chair. With difficulty concealing my rising mirth at his most ridiculous appearance, I hastened to extract his head from the basket and his foot from the chair.

"Dod gast the measly footstool," said Mr. B., in tones that would have rivalled the bellow of a bull, had his breath permitted.

"Mrs. Bowser, madam, when you so far regain your self respect as to remove that vacuous smile from your face, we will take some tea, madam," and with that he bounced out of the room to procure some liniment and plaster, with which to repair damages.

Having adjusted the sticking plaster, and wrapped up his shins in extract-soaked rags, he appeared at tea in quite an amicable frame of mind, and at once launched out into the delights of cycling, and the ease with which the art was acquired.

After tea, when the babies were abed, he confidentially told me how a very intimate friend, who had his (Bowser's) welfare close at heart, had agreed to let him have a machine that had been built to order (and the like and excellence of which could not be duplicated), but that in consequence of the sudden demise of a very near and dear mother-in-law, he would be unable to appear in public as a giddy cyclist for some time to come, and so he would part with the machine for a "song, a mere trifle, just \$125, cash down." Then Mr. Bowser poured into my poor tired ear the beauties of the tangent backbone, the cow horn rims, and the exquisite finish of the ball-bearing tire.

"It will be here by to-morrow's dewy morn, my dear," said Mr. Bowser, "and then you shall see me take the initial step towards regaining perpetual youth."

It was 1.30 A. M. before he would let me sleep, as he kept up a constant string of talk, and while in the midst of a glowing tirade

about the beauty of "bald heads" (*why* bicycles should have bald heads, I am unable to determine), he fell asleep, and peace once more reigned.

At daybreak a most terrible clatter outside announced that some one wanted to attract our attention. In a twinkling Mr. B. was out of bed, and having discovered an ill-favored youth leading a bicycle, he was all excitement at once.

It seemed that in order to be *au fait* he had had made a most giddy bicycle suit. Now Bowser's best friends must admit that he has a preponderance of abdomen, and an emaciated style of leg, not in keeping with our ideas of the best and highest beauty of the masculine form, hence the suit was not calculated to enhance his peculiar style of beauty.

The garments being donned, Mr. Bowser descended the stairs and announced that he would not be gone over an hour, as he "intended riding out eight or ten miles to call on Sloper."

Having ascertained the night before that all his life and accident insurance was paid up, I took a position near the window where I could observe and not be observed, and looked for results.

Now I afterwards learned that the machine was a 46-inch wheel, and as Bowser stands six feet in his stockings "the combination" did not look as right as it might. However, he climbed into the saddle, the boy holding the machine, and after sundry looks and exclamations that betokened a weakening as to his ability to keep up-right, he boldly told the boy to "shove her off."

The boy obeyed orders, and the result was an acrobatic feat, the suddenness and complicity of which took away my breath. When I looked again Mr. Bowser had the boy by the ear, and I could tell by the soft murmurings, which came wafted up on the fresh morning air, that my spouse was discussing the whys and wherefores with the ill-starred shaver.

Into the saddle once more, and amid cautionary instructions once more the caravan started, this time with the boy hanging on to "stiddy the jigger." Gaining confidence because he had thus proceeded without an actual fall (though many indications that another disaster was not far distant) Mr. Bowser told the boy to "let go."

Again the order was obeyed, but no sooner was this done than the bicycle took a hand in and headed straight for a high board fence; a few feet more, and a great crash greeted my ears, and I saw Mr. Bowser strike the (happily) elastic fence, rebound a distance of five feet through clear space, and then settle with a dull sickening thud in the road on his back.

I thought he was dead, as a faint smile was on his face, and he did not move for a full ten seconds. However, he came to, and an appalling look of rage displaced that placid smile; slowly rising to his feet, he looked around to see if any one saw the catastrophe. Feeling reassured on this point, and after having affably explained to the boy "how it happened," he once more got into the saddle. The air of confidence had given way to one of dread, but he also had a "conquer or die" expression about his eyes.

This time more care was exercised, and the boy had contrived to pilot Bowser and his bicycle some ten feet without the inevitable happening, so my poor husband, gaining fresh confidence, told the boy to detach himself. For a space of five feet the machine ran as straight as a die, and I began to breathe, but, like a shy horse, it took a turn and dashed round the corner of the house out of sight.

A sound reached my ears that suggested the collapse of a machine shop, and an instant after the boy appeared, wildly waving his hat calling for "help."

Common decency compelled me to delay three minutes while I put on some garment, and when I arrived at the scene, if it had not been for my wifely concern I should have died with laughter. The exact position of bicycle and Bowser I can never describe; in general, however, his head had punched out a spoke or two, and had got wedged in; his right foot was likewise engaged with the little wheel, and his left arm was fastened in between the rim and the backbone. Five minutes' hard work for myself, the cook, the housemaid and the small boy, with an accompaniment of most awful groans and swear words on the part of B. failed to untangle the man from the machine. The neighbors were roused, and soon we had a crowd of twenty-five people, all suggesting a way out of the trouble. Ten minutes wasted in suggestions—total 20 minutes—Bowser showed signs of dissolution. Happy thought by one neighbors; he had tools and files galore. Five minutes of filing, sawing and wrenching, and the poor wreck of a man was carried into the house. The drug stores in the vicinity were depleted of their stock of lint, plaster and liniment, and by 8 o'clock the doctor had got Bowser pretty well patched up. When all the crowd had gone Bowser beckoned me over to him and whispered: "Burn those price-lists and pamphlets." Having done so, and assured him that I had, he sank into a sweet sleep.

I never saw Bowser look so ugly and cross as when one of the neighbors said to him soon after he got out: "Bowser, my boy, how you *have* improved in health since you took to cycling."

## TRADE NOTES, CLIPPINGS, AND ALL SORTS.

WORDS of wisdom from the Fort Wayne Gazette:

"Whiskey and bicycles won't mix.

Sell your wheel in haste and repent at leisure.

Better walk over a bad place than fall into it.

When your wheel is stolen, then buy a padlock.

You'll never miss the oil can till the wheel runs dry.

A cigar smoked while on the wheel is tobacco wasted.

A good wheel unused means pleasure and health refused.

The piece that bends will last longer than the one that breaks.

It is not always the best rider who rides through the worst places.

The fastest rider does not necessarily ride the easiest-running wheel.

The race is not always to the swift, for there's many a header 'twixt the start and the tape.

You can tell a novice by the way he tries to coast every piece of road that's tipped up at one end."

GEORGE HENDEE is once more on the road down South, in the interests of the Springfield Bicycle Co. This, the latest production of American ingenuity, has secured a fast hold on the riding public, and deservedly so.

THE Warren Wheel Club, of Roxbury, Mass., have fitted up a fine shooting gallery, and inaugurated a shooting tournament among its members. The contests will take place every other Tuesday during the winter. At the conclusion of the tenth match the man having the highest average score will be awarded a prize. The score at the first shoot, held last week, was as follows: Savell, 89; Bickwell, 87; McCormick, 87; Anderson, 86; Hathaway, 77; Andrews, 76; Monroe, 74; Frost, 73; Reade, 71; Lang, 66; Willard, 63; Hiscock, 56; Parker, 56; Prentiss, 51; Wiggin, 43.

REV. LOUIS A. POPE of Warren, R. I., is about as practical a wheelman as any in the country. For about nine months in the year his bicycle furnishes him with his conveyance and exercise. Last Friday morning, immediately after breakfast, he mounted his Expert bicycle and arrived in Boston in time for dinner.

THE cycles thief is an ingenious chap. The latest fake is for a well-dressed youth to answer the ad. of a "second-hand machine for sale." To approve of the appearance, to play the part of a novice, to try the machine, and wobble all over the road, to disarm suspicion, to try *once* more, finally to wobble out of sight, and then to light out at a 3.40 clip. A victim in England has just lost a machine by these tactics.

THOMAS B. JEFFERY, of Chicago, is the inventor of a process of fastening rubber tires upon bicycle and other metallic wheels. It consists in first rotating the wheel with its rim in contact with the rim of a secondary wheel which runs in the cement; next, rotating the wheel with its cement-covered rim in contact with cement-dressing devices shaped conformably to the tire which is to be cemented on to the rim; thirdly, stretching the tire over the rim; fourthly, heating the rim sufficiently to make the cement yield to the tire, and, lastly, revolving the wheel with its tire exposed to radial pressure, while the cement is cooling.—*Invention.*

MR. N. C. FOWLER, JR., who has charge of the advertising department of the Pope Mfg. Co., shows a wonderful fertility in the production of advertising novelties. His "latest," the pad calendar for 1888, is a marvel, and when we think that every one of the 365 quotations printed have never been used before in a like manner we can appreciate the great task Mr. Fowler has accomplished, and congratulate him accordingly.

THE Hartford Wheel Club has elected the following officers: President, L. A. Tracy; Vice President, J. J. Grace; Financial Secretary, F. C. Burnham; Recording Secretary, F. W. Saunders; Treasurer, F. E. Eaton; Captain, H. H. Chapman.

WE had occasion to ride an ordinary some twenty odd miles the other day, and we never before fully appreciated the great difference as to comfort, in favor of the safety. A safety with a spring fork, such as the Victor uses and we ride, is the very acme of comfort and easy riding. It is, without doubt, the most comfortable machine we ever bestrode.

It is averred that the 4 3/4 miles between Bristol and Warren, R. I., has been ridden by Mr. Wm. S. Mills of Warren in 12m. 30s. This seems incredible; that this performance should have been done over roads that are by no means good; in fact, one of the miles ridden is described as a *rough, sandy up grade!!* As stated last week, this claimed time over the alleged distance is at the rate of about 2m. 36s. Taking into consideration that a man has to travel very fast on a *smooth* track at the pace of 2m. 36s. for *one* mile, Mr. Mills must pardon us if we suggest that there must be some mistake as to distance or time.

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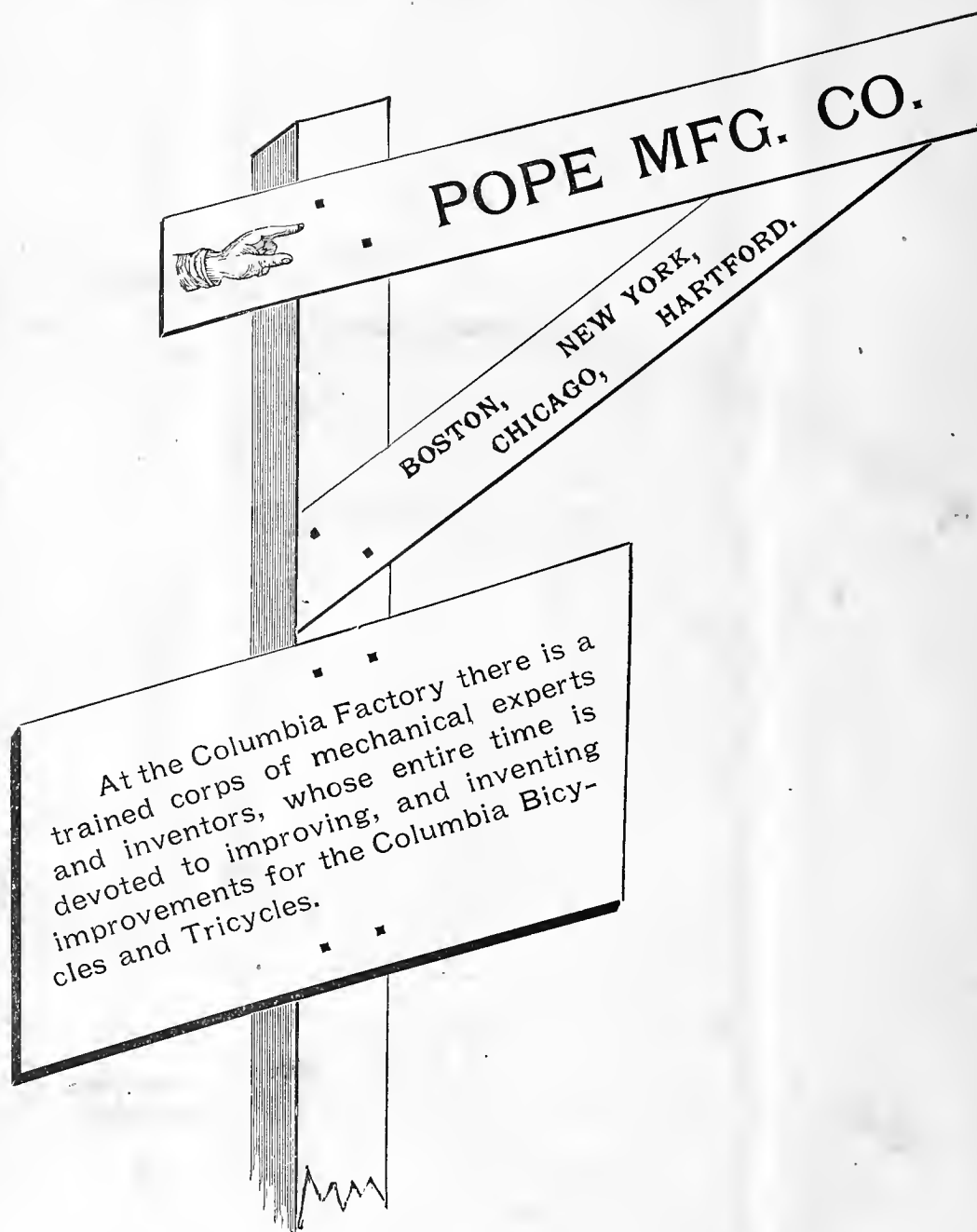
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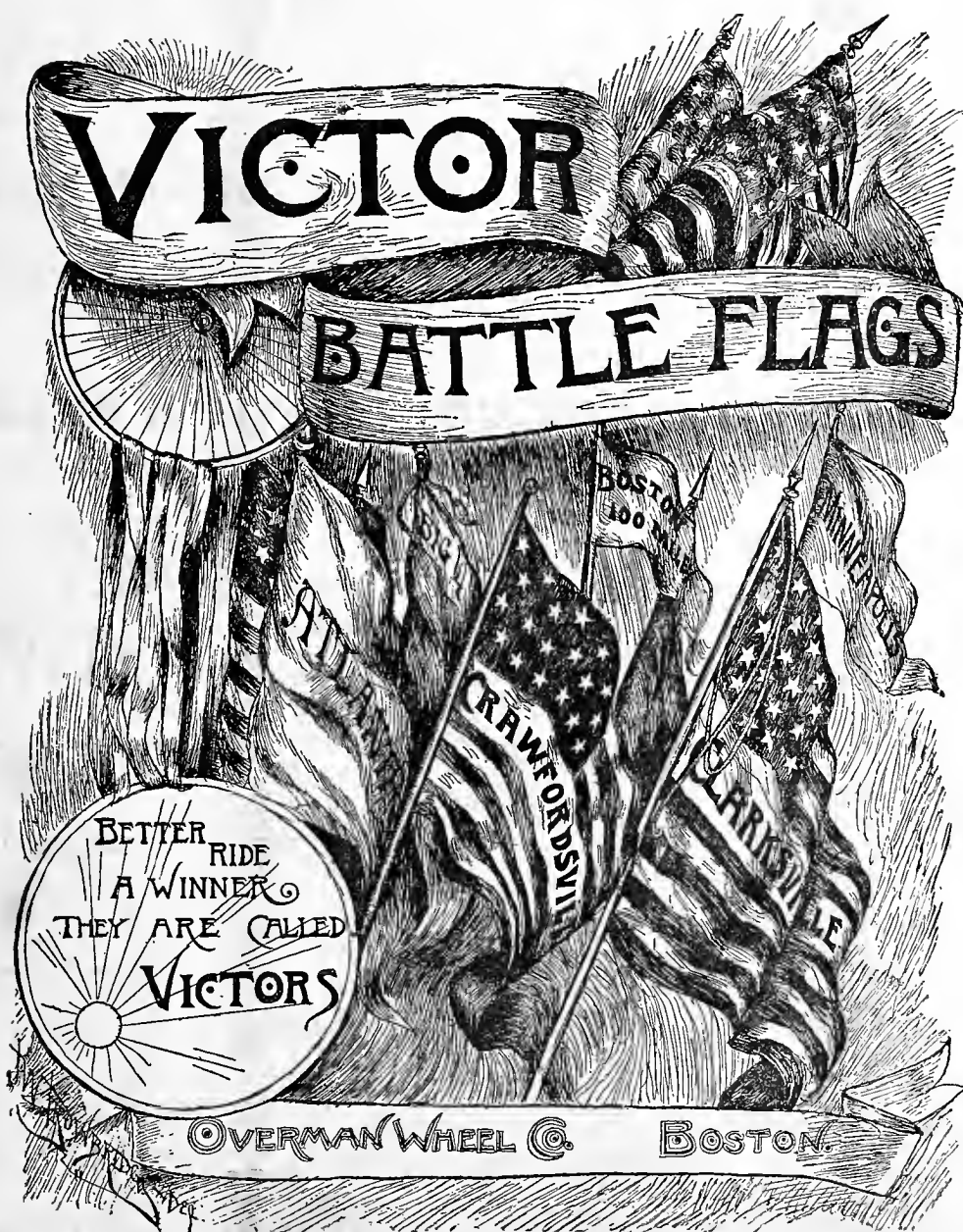
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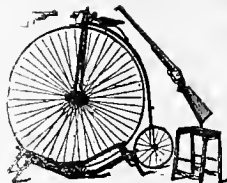
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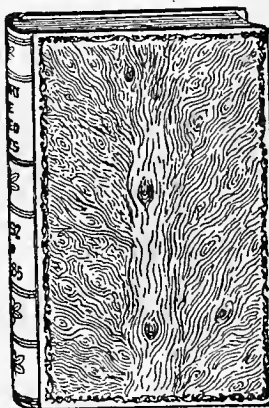
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J. S. DEAN.

BOSTON, 2 DECEMBER, 1887.

GEORGE S. DARROW.

THE sport of cycling and cycling literature loses one of its most earnest votaries and supporters by the death of Mr. Geo. S. Darrow, of the *Record*. Mr. Darrow died the 20th of November, after a lingering illness, and at the time of his death he was in his 25th year. It seems that some eighteen months ago he lost his wife, after a year of unalloyed happiness. From this rude shock he never fully recovered, and though to the outside world he was ever cheerful, his heart was heavy. He was a bright writer, and the readers of the *Record* and *Gazette* will miss his quiet humor. To his family, relatives and friends we accord our most sincere sympathy; he will be missed from their midst, as he was, in the broadest sense of the word, a MAN.

THERE is a restiveness in the ranks of the Pennsylvania and Maryland Division caused by the refusal of the Board to confirm J. A. Wells as a representative. We are sorry to see this, as we had hoped the Division had accepted the action of the Board as final. We can scarcely see the force of the charge made by the Pennsylvania Club that "outside" interference caused the defeat of Mr. Wells. The power vested in the Board to agree or refuse to confirm any appointment, is a proper one, and if exercised should not bring forth any such criticism as that. Leaving the merits of the fitness of Wells entirely out, we think the Pennsylvania Club is not exercising wisdom in insisting on the re-appointment of Mr. Wells. The Board will only reiterate its refusal, and then, pray, what will be gained?

WE have been lately accused by Mr. Hillier, of using intemperate and abusive language on certain occasions, when expressing our estimation of him. It is but another illustration of the worm, and for the sake of the simile, we are content for the nonce to play the part of the worm. For the past three years, this individual has never lost an opportunity to insult the American cyclists, by accusing them by insinuation and direct assertion, of chicanery, trickery, and deliberate lying. He and his sheet have been

conspicuous among English cycling editors and journals, in the fact that he has never allowed a supposed opportunity to pass of insulting us, not only as a paper, but as a component part of the great body of American cyclists. Never so happy is this individual, as when he can sneer at something American; never so pleased, as when accusing American cyclists, by imputation or direct assertion, that we are a body of tricksters and liars, and yet when we stick the knife into him he whines, but asserts that it makes no matter to him what our "estimation" of him is. That may all be, but we do not propose to allow any mistake to occur as to what our "estimation" of this individual really is. He began the war away back in 1885, and we propose to wage it if he so desires, and to hold this individual's name up for the contumely of all Americans and fair-minded Englishmen. We shall not cease to prod this individual whenever opportunity offers.

Fair-minded warfare is impossible with him, and so while we may not admire or like the weapons we chose to hit him with, yet his methods compel us to fight him back with the same weapons he so delights in using. These ways and means may not be nice, but you cannot expect to penetrate the hide of a rhinoceros with an embroidery needle.

## ROAD RACING IN PROVIDENCE.

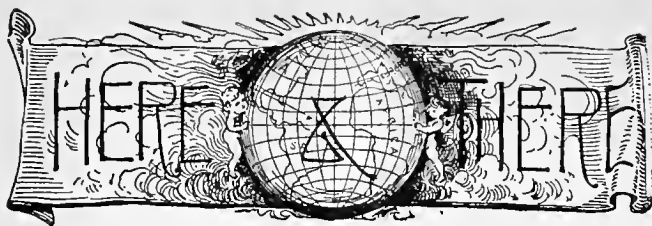
IN accordance with a challenge from the Rhode Island Wheelmen to the Crescent Cycle Club of Providence, R. I., each of these organizations had a team of three men ready to start in the six-mile road race on Thanksgiving Day. It resulted in victory for the Crescents, they making 12 points and the Rhode Island Wheelmen 9 points. The six men that started were the following-named: Rhode Islands—G. P. Hutchins, E. M. Bixby, A. F. Clapp; Crescents—Geo. W. Bugbee, E. Roland Phillips, Clarence E. Monroe.

## THE LONG ISLAND WHEELMEN HAVE A HOUSE-WARMING.

A PLEASANT time was enjoyed by the members of the Long Island Wheelmen at a house-warming last week in their new club house, at No. 1,281 Bedford-ave., Brooklyn, recently completed at a cost of \$15,000, and the finest owned by any bicycle organization in the country. It is handsomely decorated. The suite of parlors on the second floor was filled with the members and their friends. Music, conversation and refreshments were the order of the evening. No ladies were present. Among those present were General George W. Wingate, Dr. O. E. Houghton, W. W. Share, Park Commissioners James T. Easton, Crossman Lyons, George W. Oakley, D. M. Somers, and Anson Ferguson, John P. Adams, United States Marshall Stafford, Edward A. Bradford, Dr. L. G. Wilder, Charles H. Luscomb, Dr. W. J. Gilfillan, A. E. Palmer, W. H. H. Warner, A. L. Brown, Dr. W. G. Budington, E. B. Hutchinson, Charles J. Patterson, J. H. Taft, W. M. Whitney, G. W. Marbie, S. E. Buchanan, Edward W. Starr, J. D. Huggins, Michael Furst, A. L. Brown, and R. N. Chichester.

## KLUGE IS "ALL RIGHT."

WE went to press last week over a day earlier, because of the annual holiday, and consequently we missed the following interesting news, which was telegraphed us on Wednesday, last week, and did not reach us until our paper had been on the press for a couple of hours. The vexed question of Kluge's eligibility to race and receive the medal of the association is now, of course, settled; but we must expect to have an afterclap from the clubs who so vigorously protested him: At a meeting of the Executive Committee of the New York and New Jersey Road Racing Association, was held Monday night to consider protest against C. E. Kluge, made by the Brooklyn Bicycle Club. J. R. Fulmer represented the Brooklyn Bicycle Club, and Dr. E. W. Johnson the Hudson County Wheelmen. It was charged that Kluge was formerly a professional, and was only reinstated as an amateur in September. Therefore he had not been a member of the Hudson County Wheelmen for three months prior to the road race, and could not legally participate. Dr. Johnson proved that Kluge was a member of the Hudsons, and had never been dropped from the roll, and was at the time of the race, and before and since, a member of the club in good standing. It was such a clear case that the protest was thrown out, and the diamond badge for the individual winner will be awarded to Kluge.



## ENGLISH LETTER.

## "SENATOR."

"NOTHING succeeds like success," is an old saying, and to me seems a happy one, and there is some ground for the old adage. The success of the American team (Edinburgh 42,000 people) has just closed in Royal Agricultural Hall, London, with a total paid attendance of 68,000 people. The race between cowboys (late of Buffalo William's wild wood) and Howell and Woodside, champions of England and America, caught Londoners, and if it had lasted two weeks there is doubt if the mammoth building would hold the crowds who flocked to see the novel combat; 20,000 people, standing packed like sardines, saw the finish. Well, the cyclists were beaten after a desperate last day's struggle, and for once, at any rate, I had the worst of a match-making, as the clause in the articles of agreement gave the cowboys the victory, through the unlimited supply of equines which the articles called for. The result was, the last day they used an extra supply of regular Derby winners. Never mind, we must give them another race, and we have the advantage now of their measure, which is everything. The excitement through the week, beat anything I ever saw even in Edinburgh, and the lightning changes of the cowboys commanded the admiration even of the most enthusiastic of the cyclists' supporters.

A SEETHING, yelling mass of humanity yelled themselves hoarse, and the gold fell "with a dull, sickening thud," into the coffers of the American team, who continue to wear the same sized hats, but a liberal supply of diamonds, worn by the now "Big 4," betokens the only difference in their successful career.

A "WORLD'S Athletic Carnival," under the American team's management, follows in the same building the following week (14 to 19 November), and when I tell you they were given the preference to John L. Sullivan (who applied for the building), you can see how the "boys" have caught "London town."

I JOURNEYED by night express from Edinburgh on the 25th, and a band of Scotch cyclists and friends "good and true," cheered my train out as if I were the future King of Merrie England; quite flattering, you know. Well, rushing down Fleet street, I dropped into *Wheeling* office, and there I beheld the saddest looking trio I had seen for many a day. "What's up, boys?" was my exclamation. "When does *Wheeling* come out?" "Don't you know the paper has changed hands?" replied the trio in chorus. If a brick had struck me on the head, I could not have been more astounded. It seems Mr. Etherington had sold out to a syndicate, who had placed C. W. Nairn, known formerly as the London end of the *Cyclist*, and the new firm seemed to want to either oust or subordinate the old hands, who rightfully and disdainfully refused to allow the move, being, as they were by contract, editors of *Wheeling* for another year. After a short delay a compromise was affected, whereby all were retained, W. McCandlish as joint editor, Percy Low ("good old Percy") as editorial contributor, and Lloyd (the "Welsher") as general roustabout and director.

POSSIBLY it was a wise move on the part of the "new management" to retain the men (whom I unhesitatingly assert have made *Wheeling* what it is), and who hold a given place in the affections of the liberal portion of cyclists throughout the world. In case a split was made, a new paper would have been at once started, and a gentleman, well known in cycling circles, would have supplied the necessary capital with the old hands, and poor old *Wheeling* would have had a tough time. I don't like the change in the "get up," or the new departures much, but the "new company" know their business best. I had a little chat with Mr. Nairn the other evening, and it is evident his desire is for harmony, and I hope for the future of *Wheeling* that not too much of experimenting on "new journalism" will spoil the entente cordiale of the amalgamated staff.

THE N. C. U.'s new "boss" has been installed without much flourish of trumpets, and if Finlay Macrae is as good a "manager" as he is a talker, the N. C. U. should do well—if it ever will do well. Macrae can talk for an hour, and when he has finished, to use a

Gladstone opposition paper's statement, "he has said nothing." Now you all know it takes a smart man to talk at record speed for sixty minutes, and say nothing, but, honestly, Macrae can do it. In my opinion, he is too young for the "important" position of "boss" to a rapidly dissolving organization, brought about by a policy fit only for by-gone ages, and not the present century. If anybody can tell me what the N. C. U. has done for cycling the past months, I'll buy them a new hat. In my opinion, cyclists could better afford to buy a dozen more life boats, than contribute towards a "Union" in name only.

STURMEY at last has succeeded in getting his £650 for the *Cyclist's* Jubilee Lifeboat fund, and now calls on cyclists to say which part of the rock-bound British coast it shall be stationed. Hartlepool and other places are named, but I should advise Mr. SturmeY to send it to Llandudno, on the coast of Galloup, Little Wales. Mr. SturmeY also artfully suggests the name of the boat to be the "Cyclist." Not a bad idea, Iliffe, is it? You two cunning old codgers; you get the boat and then want to make her a floating "ad." for your paper. And why not? You have had trouble enough to make the boys shell out the shekels, and you deserve the "ad."

You will see in the London *Times*, about January next, a heart-stirring account of that shipwreck off the wild, rugged, rock-bound coast of —, and the gallant rescue of the crew of the —, by the noble boat, the "Cyclist," manned by her crew of daring men. Yes, I maintain that Iliffe and SturmeY deserve the "ad."

ALL racing—road and path—is now over for the season, and the "pure" amateurs who have worked so hard during the past months, are now enjoying deserved repose—or are "employed" by their respective manufacturers sending out next year's catalogues.

I MET all the cracks the past week, who turned up to see the race in Royal Agricultural Hall, and they look fat enough to kill.

HOWELL and Woodside seemed equally popular with the spectators the past week, and the cries of "Go it, Howell" (and "Dick" occasionally), and "Now, Woodside, give it to them," and it was really amusing. "There goes the little Yankee," was the universal comment on Temple, who retains his popular position.

MALTBV strikes all by his gentlemanly and quiet manner, and his really wonderful work on the bicycle.

THE Frenchman, Dubois, has been "one of the family" for the past three weeks, and left for Paris last night. I hope to see him there in about two weeks. Any letters for any member of the American team sent to the London *Sporting Life* will always find them.

## TWIN CITY LETTER.

(St. Paul and Minneapolis.)

## "GENTLEMAN JOHN."

IT is my intention to give the readers of the BICYCLING WORLD a few words from "Merrie England" within the next few weeks, as I have taken passage on the American Line steamer *Indiana*, which leaves Philadelphia en route for Liverpool on December 7. I shall take in all the prominent cycleries, and shall give an account in my own weak way of anything which I have reason to believe will be read with interest by the readers of the BICYCLING WORLD. I expect to return in the spring, but a thousand things might happen, so I shall not make any rash promises. One thing is certain; I shall try and see all that is new in wheel construction, and shall (with the permission of the various wheel manufacturers) attempt to describe their novelties.

I PARTED with my bonnie wheel the other day, as the riding is over for the season in this frigid clime. It is now owned by a Y. M. C. A. man, who will no doubt make amends for my occasional unfortunate use of language when engaged in making the air creak while engaged in devotional exercises.

ANY members of the wheel fraternity who might care to ask me to accommodate them in re wheeling matters will always be able to reach me by addressing their communications to J. Purvis-Bruce, care the *C. T. C. Gazette*, 139 and 140 Fleet street, London, E. C., England. I should like my mail sent to that address.

I CROSS on an American liner, as I recall Armory-Knox's favorable criticism of the management of that line as compared with some of the others, where there is a little too much Peninsular-and-Oriental-Steamship-and-Navigation-Company-discipline on board ship to suit one who is thoroughly American in his tendencies, if of stiff-laced British parentage.

THERE will be very little St. Paul and Minneapolis wheel news for several months, unless, perhaps some in-door record-smashing by the Gormully bike artists. Eck is well known in Minneapolis,

or, as I should perhaps say, is known to nearly everybody in that city. Dingley is, I think, a good fellow, a first-class rider, square, and a Minnesota man withal. Schock is a long time rider of the *pachydermatus* or *thick-skinned* species, as evidenced by the length of time that he can be seated without inconvenience, blisters or pain, but is a *Schockingly* ugly rider, as he wobbles all over the track, but though his speed is never great, he gets there just as hard. Knapp is (or was) a very good rider, and Munger is liable to improve now that he has come boldly out as a pure professional. I hope the boys will do the square thing by Minneapolis, and give hersquare races. A certain professional, now with the team, has left very unfavorable impressions among those Minneapolitans who have yawned through his dismal hippodromes, and it is to be hoped that though he may not "mount" the wheel, that he may be able to "manage" it a little better than he rode it when he was a familiar figure in the cracked-up races of the Northwest.

#### NEW YORK.

##### "THE RAVEN."

THE New York Athletic Club has purchased Sheffield Island, located up in Long Island Sound, about one hour and a half's travel from the city, and will proceed to erect there a club house, boat house, and athletic tracks. The cost of the property is said to have been \$60,000, added to which will be \$100,000 for the proposed improvements, among which, I am informed, will be a half-mile bicycle track of the latest pattern and most perfect form, it being the intention of the New York Athletic Club to extend a most encouraging hand to bicycle races, I am informed. It has long been the cry of wheelmen here that we could produce no first-class racing men, for lack of tracks to train upon, and races to compete in, where time would become an important feature. With these now removed by the contemplated new track, I am somewhat anxious to see what new excuses will be introduced.

KENNEDY-CHILD has been swinging round the circle here in New York for the past few days.

Now that Rowe has temporarily forsaken the racing path for the bridal path, it seems to me only natural that he should succeed in carrying off a matrimonial prize whenever he got ready, as there is not in all the country any wheelman who has such a winning way as Rowe.

THE Citizens' Club, according to their usual custom, followed their regular monthly meeting on Monday last with a spread, after which the club and guests adjourned to the parlors and enjoyed some of the musical and oratorical talent, of which the organization is justly proud. These monthly reunions are quite a feature in this organization, and while purely of an informal character, never fail to attract a large number of friends, from whose ranks desirable recruits are often gathered into the fold.

THERE seems to be a regular flood of new-typed wheels in New York. Hardly a day passes that some long-haired inventor does not drop into the cycling agencies and show some newly invented wheel that he declares will annihilate any other kind of bicycle in the country. The strangest part of the whole affair is, that in almost every case in this season's crop, they all endeavor either to make an ordinary vertical forked wheel to be driven by a Star lever, or to propel a Star patterned wheel by a crank action. I understand that a wheel of the latter description is to be brought out by the Merwin Arms Company early in the coming season.

THE Long Island Wheelmen favored me with an elegant engraved invitation to the formal opening of their new club house on Wednesday eve, and it is, perhaps, needless to say I accepted it. A more appropriate time than a Thanksgiving eve could not well have been chosen for such a "house-warming," and a more perfect cause for a wheelman giving his thanks could not well be found, than this same house of the Long Island's. It is perfect in equipment, construction and design, and its location on Bedford avenue, the asphalt Broadway of Brooklyn, leaves nothing to be desired. It was late when I left, and I turned my back upon this temple of cycling not without a little envy of those lucky enough to own and enjoy same. It almost made me want to live in Brooklyn, and I can pay the Long Island's house and hospitality no higher compliment than to say this.

THE feeling adverse to road racing grows stronger every day here among the more thinking class of riders. They use the argument that the rights of the many, who are not road racers, should not be endangered by the pleasures of the few that are, and the recent action of the Citizens' Club in withdrawing from the Alphabetical Association is but the beginning of the open disapproval that will eventually grow out of this feeling. New York is, perhaps, peculiarly situated in this respect, as the prominence wheelmen

have gained through their recent fight in the State Senate and Legislature, where they posed as applicants for the passage of a law to give them the same standing upon the roads as other vehicles, has attracted much attention to them, and caused them, at present, at least, to be looked upon as a powerful organization desiring only justice, and asking for themselves only such use of the public highways as is granted any other vehicles, which are most certainly not allowed to use roads as race tracks.

It is enough to drive an interested observer mad, when he gazes upon the procession of "unwashed" through the magnificent drive-ways of Central Park. Brought into the most direct contrast with perhaps the most magnificent array of costume on the part of occupants of the various carriages that are passing, that can be found in world, these riders of the wheel, are as a rule habited as perhaps no other human beings on the face of the globe. Coats, caps, jerseys, hose, etc., are all of a different color, kind and texture, as though the wearers had tried to don a suit of rainbow, and had come very near succeeding. But of all their various eccentricities in clothing, their knee breeches take the everlasting bun. There's where they seem to run riot, and such a collection of what Francis Nilson calls "mosaic breeches" can not be found elsewhere. Dogs and these "unwashed" both have "pants," but the dog has a fit sometimes, and the "unwashed" never does, as far as his "pants" are concerned. They are usually like two of the towns in France, Toulon and Toulouse. Despite the blood-curdling array of these inartistic devotees of the wheel, they do not desist from making themselves otherwise as conspicuous as in dress, and their lack of courtesy and care when going through a jam of carriages on any pleasant afternoon, is the cause of ninety per cent. of all the discredit and blame that is attached to wheeling. Only wheels grow apace, and on this only principle am I able to account for the seeming increase of this element in wheeling, which, I am sometimes tempted to believe, is actually blotting out the gentlemanly clothed and acting rider of long ago.

#### PITTSBURG and VICINITY.

##### "DUQUESNE."

THERE are sundry items going the rounds of the press just now, describing that class of people that address remarks to every one that passes them on a wheel. Well, we have some of them here, and their shibboleth is "Monkey on a wire." If you are not careful, a broken broom handle will be insinuated through the spokes of your wheel, and as you pass through "Soho," a meteoric shower of dornicks, lumps of coal, pieces of iron ore, and irregular shaped pieces of timber, is liable to occur, and cause you to make yourself scarce. We all read of the brave wheelmen of other cities, how they kick any one who laughs or halloos at them, and would not think of permitting any one to throw tin cans, etc., at them, but we are too discreet to emulate their example, for we all know that these joyous kids have papas, who are broad-chested, sturdy iron-workers, who wear hob-nailed shoes and will fight for their young, therefore, "we are peaceable" in truth. A new poet has risen among the Soho kids who started the now universal howl:

"Monkey on a wire,  
Set hisself afire."

HEARD a discussion the other day as to who was entitled to the record "for spills." I would recommend Hays as a good tumbler; they say he progressed through the Shenandoah valley solely by his ability to turn hand-springs, with bicycle attachment.

AND now Percy Stone wants to wear white wings, and be a pure amateur. I hope he will succeed. I am glad Kluge got within the charmed circle, and would like to see Rowe, Hendee, Crocker, Neilson, Dingley, Whittaker, and all the fast professionals get in.

"RATCHET" and "Gentleman John" are wrangling over the "coffee-mill" challenge. May I be allowed to remark that there isn't any challenge to wrangle over, and what's more, there never was? It all originated with some cycling scribe, at least, that's my understanding of it, and I think "Ratchet" can easily verify it, if he will take the pains to inquire.

Is it impertinent, now that Kluge is posing as a "pure" amateur, to ask whether he or the Smith Machine Co. paid his expenses at Clarksville, Mo., in 1886? The current belief at that time, was that car fare, expenses, and probably a little more, were forwarded from Smithville, N. J. Just the same, we welcome Kluge back to the fold, and hope to welcome some of his late confreres soon.

"ARIEL," in the *Bulletin*, says Schmidt, of Reading, with training, could show his rear wheel to any one in the town, bar no one. This is dealing in probabilities, and I might say the same for John L.

Sullivan, but I won't. Schmidt was entered in a road race out here last September, but failed to start, much to the disgust of Schwartz, of Reading, who said that he had tried to meet Schmidt for a long time, but could not get a chance. Whether it was the prowess of our local talent who scared him out of the September race, is a question. From all that we hear, there would have been several ahead of Schmidt, had he started. What kind of dogs have they in Reading? "Ariel" also says George Scheele and his dog, who take a "twenty-mile spin down country and back;" that makes forty miles. "Jack" must be a stayer.

#### WASHINGTON NOTES.

##### "RAMBLER."

THE amusement season was opened in good form on Wednesday night (23d), when the members of the Capital Bicycle Club and a few invited guests assembled at the beautiful club house, and converted the place into a scene of merriment that those present will not soon forget. Under the guidance of its Amusement Committee the club resolved into a medical congress and listened to an opening speech by a gentleman who as closely resembled the President as Adonis Dixey ever did Irving. Addresses were made on the various diseases which human, and especially bicycling, flesh is heir to, which showed a great deal of native medical talent and provoked uproarious applause. Of especial interest were a magnificent collection of anatomical specimens, each of which was received with shrieks of laughter, and the learned discussions upon the diagnosis and treatment of "Charlie-horse" and asphyxia. After the reading of the papers the congress attended the theatre and witnessed a performance of the ghost scene from "Hamlet" that would have turned Booth and Barrett green with envy. Several excellent comic songs were sung, and a rendition of the sleigh-bell scene from "The Bells" was also given by Mr. Henry Irving. After doing justice to a primitive spread the club amused itself with parlor athletics until a late hour. The club will continue this winter the excellent series of entertainments which were such a feature in its social life last season. At the first of these, which will be given during December, Mr. George Kennan, the celebrated Russian writer, will entertain his fellow club members with an account of his travels in the Caucasus.

OUR excellent Police Judge seems determined to enforce the new regulations promulgated by the District Commissioners requiring bicycles to carry both bells and lamps, and to keep the latter burning after dark. Recently the police "run in" a colored man for riding a tricycle without a light, and two young white men on bicycles, and fined them each a V. The regulations meet the approval of a majority of good wheelmen, and the clubs have endeavored to assist in the enforcement of the law. The parties were not connected with either of the local clubs.

#### DELAWARE NOTES.

##### "DOTT."

THE news from this section has been very scarce, and, in fact, the interest in wheeling was fast dying; members were resigning at each meeting of the club. A few of us resolved to make a special effort to recover lost ground, and in the last two months we took in six new members; and besides, we intended to show that we had some life left yet. We decided to have a meet and races, a parade through the town, etc. We selected Thanksgiving Day, the only one we had.

THE parade at 11 o'clock, in the rain and through the mud, was quite a creditable affair. Probabilities said that we would have a clear and cold day, but we know that Prob. was a liar that time. A more dismal, cold and disagreeable day would be hard to find.

WE had the races, a good turnout, and plenty of sport for all. The events were: Half-mile scratch—Five entries, and won by Merriew; 1.42 Two-mile State Championship—Curtis and Bertollette entered, and won by J. S. Bertollette; 8.26 One-mile, 4 minute class, four heats—The final had N. R. Bertollette, Chow Wilson and Albert Jefferis; Bertollette won in 3.46. Two-mile handicap had five starters, and was won by McDaniel in 7.16. The one-mile novice had four entries, and Dallett kept the lead from the start, and won in 3.45. One-mile run was very good; the three kept well together, and Stone won with a spurt on the last half lap. One-mile handicap, three heats—The final had McDaniel, Albert Jefferis, and J. S. Bertollette; McDaniel won in 3.33.

THE three-mile lap was the most exciting of all. Dallett took the first four laps. McDaniel then took four, and Dampman took a lead, and he and McDaniel alternated, McDaniel finally winning the last lap and the race in 12.15. We considered this, the first regular meet, a creditable affair, and feel encouraged to try again next spring with an open meet.

OUR Division meeting was held on Thursday evening, 17th inst., but like our meetings in general, was poorly attended. Road reports seemed to be the principal interest, and as wheelmen are not fond of working on reports, they come in very slowly.

A FEW of us are considering whether it is worth while to urge our members in the League to renew. The turning down a few of the clique chose to give Mr. Wells was not relished here. We are warm friends, and we consider that we have no better worker for the cause.

EVERY member of this Division will sign a petition to C. C. Jes-sup, to reappoint him.

#### NEW JERSEY NOTES.

##### "RATCHET."

AT last it is settled, and the "ex-King of the Star," later the "ex-Star of the King," and at present the "road king of the crank," is to receive that which should have been given him without a question, the diamond badge, for being the first man "in" at the road race, on election day. The decision of the executive committee also gives him a legal claim to the twenty-five mile road record.

THE Brooklyn Bicycle Club "would like to have Mr. Kluge testify as to who paid his expenses during the six weeks in which he was in constant training on the course, and whether he has received, before or since the race, or whether he expects to receive in the future, directly or indirectly, from any person, any remuneration for, or contribution toward his expenses or his services." Mr. Editor, the above *excerpt*, from "Bon's" letter in *L. A. W. Bulletin*, is worthy of notice. Here is a man accused of being a "maker's amateur," but his accusers, instead of getting together evidence, on which to convict him, insist upon his proving his innocence. If they had, or thought they could get, any evidence to prove Kluge a "maker's amateur," beside a "moral certainty," why don't they show it? According to the laws of this country, a man is innocent until the Court or his accusers prove him guilty. In this case, however, the case has been reversed.

THE Essex County Toboggan Club, of Orange, is making active preparations for the coming season's sport. The slides are being put in perfect order and lengthened about 100 feet, while the enclosed house with glass front, overlooking the slides at their head, will add greatly to the comfort of the club and their guests. The membership of the club is increasing, and its finances are in excellent condition. The management will exercise great care to correct some of the errors and abuses that have heretofore been noted.

THE new polo league, the "Metropolitan" is getting down to business, and the first game of the season will be played 5 December, in the Pavonia Rink, Jersey City, between the Brooklyn and Jersey City teams of professionals.

HALF a dozen of the Elizabeth boys went a-wheeling on Thursday, and reached Morristown in time to make an onslaught on the hotel table, returning home in the evening.

QUITE a number of the Hudson County boys took a jaunt around Staten Island on Sunday.

#### RECORD OF THE WEEK.

WE are receipt of an instantaneous photograph, showing Maltby as he appeared riding the unicycle on the top of the North Pier wall at Aberdeen, Scotland, in October. At the instant of taking, Maltby is in the exact centre of the wall coping, which is about twenty inches wide. The top of the wall is twenty-five feet high on the water side and ten inches on the pier side. He made the journey successfully, and without any rope attached to his body or wheel.

ENGLISH cyclists have conceived quite an affection for Ralph Temple, whom they call the "little Yankee."

PHILADELPHIA is threatened with a 72-hour rowing tricycle race, and Teemer is said to be one of the contestants.

THE Sunday *Item* of Philadelphia is laying out a list of marvels that Stevens will find, when he and his bicycle visit the good old Quaker City.

THE Lakin cyclometer for 1888 will have some very important improvements in its general make up. We will elaborate facts and details later on.

WE regret to hear that Mr. Ross, manager for W. B. Everett & Co., will not be likely to recover from the effects of the gas explosion for at least six weeks to come. We are also sincerely sorry to learn that Mr. J. Butcher, the other victim of the accident, will not

# COVENTRY MACHINISTS' CO., LIMITED.

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On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, **BEATING THE EXISTING RECORD FOR 10 MILES BY**

## One Minute 56 $\frac{2}{5}$ Seconds.

Covering the whole distance in

## 27 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

MACHINE RIDDEN WAS A

## “MARLBORO’ \* CLUB” \* TANDEM.

Timekeeper: G. H. Illston, Official Timekeeper to the N. C. U.

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239 COLUMBUS AVENUE

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BOSTON, MASS.

# Our Little Flyer,

STILLMAN G. WHITAKER, has closed the season for us with the most wonderful performance ever recorded by the wheel press, making in the 24 hours, on an ordinary

## 51-INCH LIGHT CHAMPION,

Taken out of stock and weighing 40 pounds, the phenomenal distance of

# 323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every-cycle paper in the country without a single dissenting voice, and the doubter has but to write to any cycling editor to become himself convinced.

The American Cycles are road machines, and are strong enough for the toughest American roads.

## They Hold Every American Road Record from 10 Miles Up to 24 Hours,

Hence it would seem that they ran even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

## OH, BUT THE BEARINGS DO TELL, SURE ENOUGH.

And that little track trial of Dingley's at Lynn on a 36-pound Champion still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth: "It was a wonderful record."

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*If you wish to purchase the best and easiest running road machines in the world, correspond with*

# Gormully & Jeffery Mfg. Co.,

## CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

be able to leave his bed for some weeks to come. It will be a great pleasure to us when we can chronicle the convalescence of these two gentlemen.

R. M. LOCKWOOD, Secretary-Treasurer of the Maryland Division, has just returned from a European trip, during which he used the wheel in touring.

"DICK" HOWELL commence riding in 1879, and for any distance under twenty miles he is undoubtedly the fastest English professional rider living.

THE tricycle is utilized in a certain New York home for crippled children, as a means of developing strength in those who are suffering from deformed, emaciated or weak limbs.

JESSIE OAKS, an English woman, challenges Elsa Von Blumer to ride a bicycle any distance, for a percentage of gate receipts. Now, Elsa, brace up, and defend the honor of Yankee land.

THE Pennsylvania Club have formally requested Chief Consul Jessup to reappoint John A. Wells as representative. The Maryland Division promises to back up the Pennsylv's. All the Philadelphia clubs have joined in the petition.

AT Lynn, Mass., Nov. 26, by the Rev. S. B. Stewart, D. E. Hunter, of Lynn, was married to Miss Mamie C. Shields, of New Bedford. Long life to thee and thy spouse, D. Edgar, and may double prosperity in thy marriage state, be thy future lot.

THEY say that the Camden, N. J., wheelmen can out-talk any set of riders that the world can produce, and they warn Tom Stevens that in case he comes in contact with the talkative contingent from Camden, he wants to prepare himself for an awful, lingering death.

THE road commissioners of Warren, R. I., have put off repairing a certain street because they could not get crushed stone! The money had been appropriated, but the commissioners evidently think that crushed stones grow on trees, and is not the combined product of a crusher and granite.

WHEN the racing season is over, we hear of men who "will not appear on the path next season," but when next season arrives, and the out-of-door training begins, we notice that very few can resist the fascination of the racing path, and so they don their racing togs and peg away for either glory or lucre.

CAPTAIN WHITNEY, of the Boston Bicycle Club, is about to leave the city for the winter, and as a mark of esteem he will be the recipient of a dinner given by his fellow-members at the club house on Saturday night, Dec. 3d. Mr. Whitney has been a good, energetic officer, and he will be sadly missed by his fellow-club-men.

AN excerpt from *Sporting Life* respectfully referred to G. L. H., Esq.: "The subject of class racing is one of the utmost importance. The racing board should at once take up this matter and make rules accordingly. Riders will then know the calibre of other contestants in same class, and will not be at the mercy of every expert who does nothing but enter events where he has no business."

F. T. MERRILL, the bicyclist, of Portland, Ore., has again leased the Mechanic's Pavilion for the winter, and will use it as a bicycle school and skating rink. Raised turns will be immediately put in for fast bicycling. Merrill is bright and active, and it will be very strange if bicycling don't take a leap into public favor the present winter. He has telegraphed for 200 pair of Crocker skates. The rink probably opened about the 21st of last month.

We regret that lack of space compels us to omit an account of the entertainment given by the Jersey City Athletic Association on Thursday, Friday, and Saturday evening of last week. The performance of minstrelsy was one of rare merit throughout, and reflected great credit upon the participants. A large number of those whose names were included in the programme, are members of the Hudson County Wheelmen as well as the Athletic Club.

WE received "press tickets" from Senator Morgan, which would have admitted us to Agricultural Hall, London, during the late six-day race. Sorry we could not use them, Senator, but we found we could not attend the race and get home to sleep the same night, and so had to "pass." We, however, congratulate you on the immense success of the whole affair. May your good luck follow you when you get back to the States next season with the flower of Europe's professional riders.

AN edition *de luxe* of The Ladies' 1887 North Shore Tour, as printed in the BICYCLING WORLD lately, is to be issued. It is to be printed on extra thick paper, will contain three dozen photos. taken by Mr. Stall, and will have a hand-painted frontispiece. The binding will be to suit the fancy of the purchaser, and will be very fine and strong. The book will be obtainable through Mr. W. W. Stall

only, and by subscription. The cost of the book when complete, will be in the neighborhood of \$10, and will be one of the finest things of the kind ever published.

THAT Warren, R. I., young man, who alleged that he rode 43-4 miles in 12.30, is reported to have sold the machine on which he made the "record." The *Journal* says: "No doubt he found a ready purchaser. They say down in Warren that nobody there wanted the thing; it is evidently too skittish and liable to run away at any time. A machine that will carry a man at a 2.50 clip over a road like that from Bristol to Warren would be just as likely to start off some day without any warning, for a hundred-mile record before its rider could get off and chain it to a post. A machine that runs too easy is liable to cause great annoyance some time." We notice that this paper gives the average time as 2.50 for the mile. This is not correct; it would have been nearer 2.36 for the distance.

FRED WOOD is out of pocket by his trip to Australia, and unless he receives outside aid in the shape of £100, he will have to stay in the Colony for some time to come. The *Cyclist* says: "It will be remembered that Wood's prolonged trip was in every way successful until the unfortunate scrape he got himself in at Melbourne, and apparently the litigation which followed swallowed up all Wood's ready cash, in addition to selling fast all his trophies, etc. Wood hoped to right himself again by a series of fresh engagements, but these he has not been able to arrange, and there can be no doubt but what Wood has recently experienced a very rough time of it. Further, Wood's attempt to obtain employment at his trade failed, hence his present position in the far-off colony is by no means an enviable one." An effort is being made to raise the money to get Fred home.

WE give this week the result of the race between cowboys and cyclists. In our last issue we gave the results up to the end of the fifth day. The combination of cowboy and hardy mustang proved too much for the riders of the wheel; it was all the horsemen could do, however, to get away with the spider wheel. Howell, 389 7-8 miles; Woodside, 422 4-8; total, 812 3-8. Broncho Charley, 407; Marve Beardsley, 407 4-7; total, 814 4-7. Both Howell and Woodside rode Rudge racers, which stood the strain of the week's riding without a mishap of any kind. During the race the men averaged about seventeen miles an hour, and during the last hour the horsemen rode eighteen miles, changing horses at the end of every mile. To indicate the interests shown in this race, we would state that the "gate" during the week reached 60,000!!

THE *Courier* of Buffalo, N. Y., says; "There is some talk of holding a first-class bicycle tournament in Buffalo next summer, bringing hither the crack riders of England and the United States. If Henry E. Ducker, who acquired a national reputation by his successful management of the famous Springfield tournaments, and who is now a resident of Buffalo, can be persuaded to put his inexhaustible energy into such a scheme the tournament would beyond a question prove the sporting event of the season, although previous attempts to excite general interest hereabouts in bicycle racing have been unavailing. In the eastern cities larger crowds are attracted to the race tracks during the week of the bicycle tournament than at any other time in the year." If the Buffalo wheelmen will only agree to back Mr. Ducker up we will wager that Buffalo will break the record, and be able to hold a most successful three or four days' tournament.

"PROFESSOR" ALPHONSE KING is supposed to have accomplished a remarkable feat in riding on a water bicycle from the Charles River bridge to East Boston. The *Herald* has a thrilling account of the professor's perilous (?) ride, and dilates on how only coolness of head and steadiness of hand caused him to make his passage in safety. This craft that Professor King rides on is practically the old water bicycle of Hazlett's and Jack Keen's. It is a catamaran and to capsize it is next to an impossibility; it is safer than a row boat and as steady as a scow. Hazlett used to go out to sea on his machine, and make no bones of it, while the professor is supposed to have made a wager that the wonderful (?) feat of riding this machine a distance of something less than a mile on smooth harbor water, could not be accomplished. And the public swallowed the bait and were humbugged accordingly. The professor states he will walk over the same course. That's more like a "remarkable feat."

THE *Sporting Life* thus describes the closing scene of the 6-day match between horses and bicycles in London last month: "Woodside's *forte* is well exemplified in distance racing, and from first to last he rode magnificently. He and Beardsley were the last on the track, and the sprint at the finish between them will not soon be forgotten. Nearly all in the building went frantic with excitement, the scene at the end of the race almost baffling description. As Beardsley rode toward the Press stand he was signalled to halt. Amid tremendous cheering, Mr. R. Watson, the referee, at the re-

quest of a lady who shall be nameless, decorated Beardsley with a handsome wreath of roses, and in company with Broncho Charley he for the last time set off at a full gallop round the track, waving of hats and handkerchiefs following them into retirement. The crowd now turned its attention to Woodside, and when the American reappeared he was loudly applauded. A speech was called for, and in a few words he thanked them for the heartiness of their reception, and avowed that had Howell not been ill during the first two days, they must have won. Thus ended one of the most remarkable contests ever decided in this country, a repetition of which will not be regretted if conducted under similar auspices. In attendance during the week were Inspectors Shearsmith, Woodard, and Shand, of the Royal Society for the Prevention of Cruelty to Animals, and it is needless to state that their ever watchful care and attention was a guarantee that kindness would be extended to the horses engaged. It is pleasing, therefore, to be able to record the fact that their instructions were obeyed to the very letter of the law, and that they left the building perfectly satisfied with the comfort and accommodation provided both man and beast. As the vast crowd filtered into the streets, not one member availed himself of the Englishman's privilege to grumble; on the contrary, the general verdict was a solid success, 'and sarve 'em right.'

#### BOSTON CLUB HARE AND HOUNDS.

"Too much wind, we cannot follow the scent;" so said W. H. Porter, who returned to the starting point in a short time after he had been sent on his way as a hound, together with P. J. Berlo, M. D. Frost and J. E. Bigelow, to catch the hares, F. S. Wetson and W. H. Senter. Porter's "fellow hounds" found this state of affairs to be correct, and after a fruitless attempt to follow the trail they too came straggling home. The wind was very high, and the moment the hares dropped the scent it was taken by the wind and scattered indiscriminately, so that the hounds had positively no trail to run by.

#### NEW BEDFORD CLUB ROAD RACES.

ON Thanksgiving Day the New Bedford Club held its usual annual road races. The first event was the 5-mile race for the "President's Medal," and as the result would decide whether the present holder, F. L. Wing, would win it permanently, a good deal of interest was manifested. There were four starters, including C. L. Dunham, F. L. Wing and E. L. Almy. Dunham took the lead at once, and was never headed once, although Wing made a plucky effort to head his club mate. Almy came in third. Time, 21m 23 3-5s.

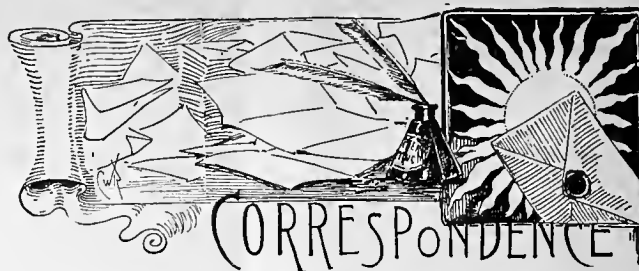
The half-mile race was won by H. Smith in 1:37 1-4, and the same man won the quarter-mile race in 44 seconds.

#### THE DORCHESTER HARE AND HOUND CHASE AND THE BOYS' RACE.

ON Thanksgiving Day the Dorchester Club held a five-mile boys' race. The entries were P. Alexander and Jos. Baudreau, of Boston; Alvin Dillaway, J. Gibbs, J. E. Hall, Jr., and W. Hamilton, of Dorchester. The course was over the Dorchester Club 15-mile course, and was won by P. Alexander in 21.15. The roads were very heavy and the wind high. Alexander has proved himself to be a good one, and will make the racing men of his class "fly" in order to "get there" next year.

At the finish of the boys' race, the hare and hound run was started, with Doane and Benson, the two fastest men of the Dorchester Club, as hares, and ten minutes after the hounds, who were W. A. Rhodes, R. Eddy, Wm. Clark, W. Forbes, and several others, started. W. A. Rhodes was soon out of sight, and rode very fast. The hares went via River street to Mattapan, thence across a stone wall and field to Blue Hill avenue, to Atherton street, past Paul's Bridge, up Shaw's Hill, to the top of Big Blue Hill, around the observatory, and a cut down the hill through the woods to Houghton's Pond; then through fields and over walls to Randolph avenue to Milton, up Codman Hill to Melville avenue, through a field and over a brook, through another field right into the middle of a football game, and thence to the club house. Rhodes succeeded in catching the hares in the bushes on the Big Blue Hill, and rode with them to the finish. Rhodes, Doane and Benson came in in a bunch at the finish, Doane in the lead, with Benson and Rhodes neck and neck. Clark and Eddy came in about twenty minutes afterwards. Those familiar with a cross-country cut around the Blue Hills, can imagine what a hard run it was.

At a meeting of the Cincinnati Bicycle Club, held October 31st, the following officers were elected to serve for the ensuing year: President, H. S. Livingston; Captain, C. M. Galway; Secretary, W. H. Miller; Treasurer, W. A. High; First Lieutenant, J. R. Pigman, Jr.; Second Lieutenant, T. M. Shultz; Club Committee, A. A. Bennett, A. Wilhelm, H. W. Longley.



#### COLIE BELL WILL RACE PURVIS-BRUCE.

*Editor Bicycling World:* Noticing Mr. Purvis-Bruce's little break in his Twin City letter in 18 November issue, about his wishing to get at some of the "coffee-mill" men at any distance from five to one hundred miles, I would say that if he wants to race I will accommodate him at twenty-five miles. Instead of racing at Clarks-ville or Crawfordsville, I would suggest, if he will race, that the race be run on Lake Harriet boulevard any time next spring. Instead of sending his little challenge to the Eastern cycling papers, why did he not send it in to the Minneapolis Tribune? I am sure Mr. Bruce will not be disappointed so far as having an "interesting" race. Not wishing to ride for fun and glory, and also to make the race interesting, let a twenty-five dollar medal be bought, he to stand half and I the other half. I do not consider myself a "crack," and maybe Mr. Bruce will not want to tackle me as I am not a "big racer," but nevertheless if he wants to race, the "stuff" will be forthcoming. Probably the reason that he does not fear the "coffee mill" men is because he could never get near enough to them.

Yours respectfully,  
Minneapolis, Minn., Nov. 24, 1887.

COLIE BELL.

#### BICYCLING IN ST. JOHN, N. B.

THE bicycling season with us in St. John is over. Considered in every light, it has been quite a successful one. The clubs have kept up their membership; the tours and outings have been well patronized, and there has been unusual interest in the competition for the longest distance covered in the season. Barnes, the swift cyclist of the St. John Club, has won the prize. The following table indicates the distance covered by each man in each month, excepting in the cases of Hazen, Puddington and Hall, during the last three months. The figures in brackets denote the distance covered by each during the three months:

	Barnes.	Coster.	Hazen.	Puddington.	Hall.
May, - - -	171	222	(2) 361	222	137
June, - - -	191	241	247	67	80
July, - - -	226	282	168	250	125
Aug. - - -	344	(1) 364	000	000	000
Sept. - - -	325	142	000	000	000
Oct. - - -	169	88	[200]	[200]	[170]
	1426	1341	976	739	512

By this it will be seen that Coster made the longest run in one month, 364 miles, followed by Hazen with 361 miles and Barnes next with 344. Some of the runs by the club members are given as follows: Chas. and Frank Hall went from St. John to Fredericton in 9 hours, 68 miles. Hall, Barnes and Coster went to Hampton via Barnesville and returned by main road in 7 hours, 58 miles. Barnes rode to Hampton without dismounting in 2 hours, 5 minutes, 23 miles. Coster rode to Apohaqui, then to Cole's Island, then to Washademoak Lake, then to the narrows and across to Grand Lake and up to Young's Cove, back to Gagetown and then to St. John via Welsford, 175 miles in all, in 4 days. The club will meet Friday night in Barry and MacLauchlan's.—*Correspondence.*

DON'T be alarmed in case you see a tricycle tearing along the road, carrying a fair young lady, and drawn by a train of purps *ala* Esquimaux. It is only "Maud" out on taking an airing and giving her dogs a turn. Our imagination gets away with us when we conjure up this picture, and we can conceive the exciting, amusing and disastrous incidents likely to occur [we *swear* we did not mean it—Ed.] during an afternoon's drive through the country.

THE military authorities at Washington are now discussing the use of the cycle for war purposes. We would refer the sapient authorities to the recent tests applied by the English at Aldershot, where the cyclists were required to do everything on the wheel, except climb trees and scale parapets. We believe that the result of the trials in England were not favorable to the use of cyclists in war, although the feats performed by the riders were wonderful.

## HARRY COREY ABROAD.

WE make no excuse in presenting the following lengthy article that appeared in the Sunday *Herald*, as it is fraught with much of extreme interest to riders, the world over:

Harry Corey, the bright, energetic and popular exponent of cycling on the road, on the track and in the factory, has returned from another trip to the other side. As usual, upon his arrival home, he has kindly given his experiences for the benefit of those interested in his favorite sport, and they will be read with interest. This is his story: 'I left New York Oct. 15, on the North German Lloyd steamship Eider. On reaching London, I called on my old friend, Sidney Lee, whose acquaintance I had made some four years ago, and whom I had met on every trip. He is manager of, probably, the largest new and second-hand establishment in the world, with head-quarters at No. 60 Chancery lane, and his close connection with the cycling industry in all its different forms, representing, as he does, almost every reliable maker, renders him a particularly valuable person to furnish information. After chatting with him a short time on the outlook of the trade, and what had been going on during the past year, I walked down Holburn viaduct, where most of the English makers have their London houses.

The first one I came to was Humber & Co., who are now a very large stock company, and manufacture all grades and kinds of bicycles and tricycles.

Their London manager, Mr. Rucker, is a particularly pleasant gentleman, and one of the best-known cyclists in England. Since my visit to England last year, Rudge & Co. had grown to such an extent that it was deemed advisable to form it into a very large stock company, similar to Humber's, and this move was in process on my arrival in London. Branch houses were being established in all the different countries, in order to bring the manufacturer into the closest relations with the distributor of the factory's productions. Just beyond Rudge & Co. was the Coventry Machinists' Company, who have probably the largest showrooms in London. Mr. Bale, the London manager, is well known in this country, having been here several times in connection with the branch house established in Boston. He called my attention to a racing tricycle in the window, which was

## A MARVEL OF LIGHTNESS AND STRENGTH.

It was of the Cripper type, the three wheels being each about thirty inches in size, and actually weighed less than 23 pounds. It was the lightest machine that I had ever seen, and I had no idea they could reduce them to this weight and preserve strength and durability. This particular mount had already several valuable records to its credit. I picked it up with two fingers, and suggested that he had better send it to America for some cattle king or gambler to hang on his watch chain. Gaskell, the former manager of the American branch, was out of town, and I did not have an opportunity to see him, but I understood that he was not connected with the bicycle business at present.

The next door beyond led me to the ware-rooms of Hillman, Herbert & Cooper, the makers of the Premier bicycles and tricycles. In their show rooms was a Premier safety of the Rover type, covered with mud, and standing like a race horse after having won a hard-fought victory, and indeed it was, for that light machine, that seemed hardly able to stand the weight of an ordinary man, was the proud possessor of the 100-mile world's record. Across the street is the well-known firm of Marriott & Cooper, probably two of the best-known riders in the whole trade. Fred Cooper is, without doubt, one of the best tandem riders in England, and his skill in steering and riding this type of machine is simply marvellous. To my mind, a successful manufacturer must be also a good rider, for it is only by intense strain on a bicycle, and when subjected to its roughest use, that its weak points are discovered, and in this case, a firm like Marriott & Cooper, who are always riding, it is no wonder that their machines are so well thought of. Cooper called my attention to a very curious looking tandem, which they had lately invented, and which he told me to keep my eye on. He said that it was the fastest thing that had yet been produced, and so it proved, for two days afterwards, Messrs. Edge and Morris captured the 100-mile tandem record on the Great North road, in 6h. 57m. 32s. The 50 miles was covered in 3h. 4m. At the same time Hale started on a Ripley tricycle of the same firm, and rode 100 miles in 7h. 11m., beating the record by 35m. It would take too much time and space to give a description of every machine that I saw, but for several days I did nothing but look at all the various makes of bicycles and tricycles and safeties, and to note what had been done during the past year.

In the ordinary bicycle I find very little change. I brought up the subject of ball heads to several of the largest makers, but they shook their heads and said: 'We got over that idea last year.' It can be compared to the two-speed gear craze of several years ago. In further conversation one of them remarked: 'There was a time

when it was almost impossible to sell a bicycle unless it was covered with so-called improvements of all kinds, falsely calculated to reduce the power, to increase the speed and lessen the exertion. We found the riders demanding all sorts of novelties, which we were forced to adopt, but after the first year or so, we found the riders coming back with their machines, and wishing to exchange for the same machine of a simpler design.' A careful inquiry into this matter revealed the following facts: The rider believed that he had something different on his machine, and that every invention was an improvement, but found afterward that it was difficult to keep it in repair, and he was only too glad to sell or exchange for a much simpler machine of an equally good make. 'It is impossible,' he said, 'to conduct a successful bicycle business, unless you pin your faith to two words, 'simplicity and durability.' I found that the general opinion among the most successful manufacturers, that those who had the simplest and most

## MECHANICALLY CORRECT MACHINES,

were also the most successful in a commercial sense, for the more complicated you build a bicycle or tricycle the more expensive it becomes in the long run. One manufacturer told me that he had achieved his greatest success in building the simplest machine possible, and keeping up with the times, but never forcing them.

I found that the bicycle business was gradually developing toward large firms, which was the result of the combination of several smaller ones. The cycling industry has been for number of years a recognized branch of manufacturing, and to any skeptic who believes it is short lived I would respectfully refer him to 'Sturmeys' Indispensable,' a book which would convince him very quickly that if anything, there was too much capital invested in the business.

Larger rear wheels were being used on the ordinary, generally about 18 inches, instead of 16 or 17, as heretofore. Of course, in the high class, light roadster bicycles, tangent spokes, ball bearings, hollow rims, ball pedals, etc., were the order of the day, while in the roadster the direct spoke and solid rims predominated, otherwise it being the same. The Kangaroo type of machine had fallen off considerably, and was succeeded by the new 'Rover safety pattern.' The peculiar construction of this type of machine, gives it numerous advantages, without in the least detracting from bicycle action in propulsion, guiding and balance. It is safe in every respect, a header being impossible, the seat of the rider being so low that he feels as secure as when on his feet; in fact, his feet are only a few inches from the ground, so that if it were possible to fall, no injury would arise. The wheels are of about equal size, the rear wheel being the driver by means of an endless chain, communicating from the hub to the pedals, which are situated between the two wheels. The front wheel is the steerer, so that the power required to propel the machine does not affect the steering as in the ordinary bicycle. On this account, and the proximity of the rider to the ground, a learner can make himself master of the art of riding in a much shorter time, and with considerable less danger than upon the ordinary bicycle. The seat and handles can be adjusted, so that the machine can be altered in a few moments to suit the length of leg or arm of the rider. The weight is a little more than the ordinary bicycle, on account of its great number of parts. As a runner on level ground, its speed fully equals the ordinary bicycle; and as a hill climber it easily excels any type of bicycle—a fact proved time and again. As a machine for road use combined with speed, I point to the performance of Mr. G. P. Mills, who recently accomplished 294 1-2 miles in 24 hours on this type of machine. This was his first attempt, but before the close of the year 1888, I predict that all records will be held on this pattern of safety.

There are a great many patterns of the Rover type manufactured, but they are almost all identical, the principal ones being the Premier, the Rudge, Singer's Challenge, the Humber, the Ivel, Marriott & Cooper's Ripley, the Whippet & Moore's Invicta. The last two are spring fork machines, which were calculated to

## RELIEVE THE RIDER

from any jar, but my experience has been, so far, that the rider needs a machine shop with him to keep these last two in order, and the simpler you can make them the better. I find that the best thing to relieve the vibration on this type of machine was a comfortable saddle and the wheels fitted with good sized tires; these two points, with the handles placed at right angles, would render the machine as free from vibration, and the steering as easy as on an ordinary bicycle. I believe that there is a great future for this type of machine, and should not be at all surprised if I should see our American manufacturers making them in great quantities next year. While I do not think that it will hurt the sale of the ordinary bicycle, it will open the pleasures of cycling to a great many who have been afraid to venture upon a high machine, and professional men in particular will find it a great boon as a means of conveyance and an exercise which combines safety and comfort with speed, with no

more than the usual power required to drive the ordinary. This type of machine was used a great deal by physicians in preference to horses, and by artists and others who depended entirely on their hands.

From what I could discover about the single tricycles, I found the Crippler pattern was at the present time the favorite, but I am inclined to think that the new tricycle of Messrs. Marriott & Cooper indicates a change for the better in a great many ways. The new machine is driven by a chain extending from a large rear wheel, which is the driver, to an axle suspended from a tube running in a vertical direction toward the front part of the machine. It is really the old Humber pattern twisted round, with the two front wheels about 22 inches in size, but without its difficult steering. This tricycle possesses advantages contained in no other machine, and more will be heard of it later.

I could discover no particular change in the form of tandems, with the exception of the Marriott & Cooper Olympia, which I believe will be heard from in the near future. The Crippler and Humber are still the leading types,

In the matter of saddles and bags for machines, there is little that is interesting, as the American hammock saddle of the Kirkpatrick type is far superior to any English saddle there on the market.

As a general thing the roads in England are very slippery and greasy, and tires come off there very much more easily than in the States. I inquired of a manufacturer if there was any remedy for this, and he said that the most satisfactory way that they had discovered in the course of 15 years' experience was to carefully stick them on with Loudon's cement. He said that all sorts of patent schemes had been devised and different kinds of rims had been invented, but where a patent process is used, the chemicals usually rusted the spokes and left them in such a condition that they soon snapped off at the rim. The patent rims had worked well for a while, but it was found that the tires wore out very much quicker and were much more easily cut up, while it was not long before the tire stretched, and a piece must be taken out of it to fit the wheel tightly.

In company with Mr. Lee I made a great many excursions to different parts of England to inspect any inventions that had been made, and to be thoroughly posted on what was going on. One Saturday afternoon we ran down to Biggleswade to see Dan Albone of 'Ivel' fame. This is a Rover type safety, and one of the best that is on the English market, for it is one of the few that can be steered without the hands, and it is almost identical with the Premier. Biggleswade is situated on what is called the 'flat country,' about 40 miles from London, and on the line of the Great North road, where so many of the long-distance road races have taken place. Albone is one of the pleasantest fellows in the trade, and has connected with him Mr. G. P. Mills, who seems to make a business of record breaking, for he has done a number of grand good performances within the last two years, although I believe he has a number of records yet in hand to break, if he wishes to capture them all, one of which I think is Mr. Sidney Lee's 50-mile tricycle record, which at present

#### REMAINS UNEQUALLED.

Mills is a powerful, well-built young fellow, standing about 5 feet 9 inches, and I should judge weighs about 165 pounds. He rides a 53-inch ordinary. The success of the 'Ivel' bicycles and tricycles is in a measure due to his wonderful performances, for he appears to an equally good advantage on bicycle, tricycle or safety. Albone has a nice little factory with a hotel adjoining, which is a favorite resort for a large number of cyclists, who are there most of the time. He very kindly loaned me a machine while there, and in company with him I had the pleasure of a spin around the town. It is an ideal record breaking spot, for the roads are like Chestnut Hill Reservoir, and plenty of them in all directions. Stones appear at every mile, and it is an easy matter to figure how far one has gone. I should judge some of our American manufacturers would be well pleased if it was planted anywhere within 100 miles of Boston. While at the hotel I had the pleasure of meeting Mr. Finlay MacRae, the new Secretary of the National Cyclists' Union, besides a number of other cyclists of more or less prominence.

One morning while in London I ran down to Surbiton to see John Keen, probably the most popular cyclist in England, and a rider who has been before the public for fifteen years. If Keen had the full benefit of all his inventions he would be a very wealthy man, but, unfortunately for him, somebody always seem to get hold of his ideas, and the profits went into their pockets instead of his. Much to my surprise I found the old war horse married, and a charming wife he has. I believe there is a little bit of romance about it, from the fact that the lady was very popular among the young gentlemen of her native town, but all of a sudden Jack appeared, and without more ado set to work and succeeded in pulling out the prize, much to the discomfiture of his competitors. He had a number of very curious things to show me in his work-shops,

among which was a geared bicycle. Keen and I have always agreed upon one point, namely that the average rider of to-day is using too large a machine. Keen measures for a 55-inch, but uses on the road a 52-inch fitted with 6-inch cranks. He gives as a reason that it is safer and faster particularly in going up and down hill, and on a level by practising a little quick pedalling, he is able to distance most of his competitors, as many of the Ripley road riders can testify.

While in London, W. J. Morgan, the manager of the American team, was holding a six-day bicycle vs. horse race at the Agricultural Hall, and one night a party of us went up to see how it was progressing. I was simply astonished to see the crowd that was there, and not at all surprised at Morgan's success. When we first entered the hall, I saw a tall figure rushing around the hall that I thought looked familiar, and sure enough it was Dick Howell on his 59-inch Rudge racer. The valiant Richard was very busy giving the horse-man a hard pull, as lap after lap was rolled off. Pretty soon another figure came out. It was Woodside, wearing the green suit, which created so much excitement among the fair sex at the Springfield races of 1884. Morgan appeared shortly afterward, and as soon as he caught sight of me he invited me into his quarters, and I soon found myself in the midst of a number of the racing celebrities of the day. The whole American team seemed to be in good health and spirits, and I should judge that they had been very successful, from a financial point of view, for they certainly can

#### ATTRACT TREMENDOUS CROWDS.

While the six-day race was going on in Edinburgh, Scot., 5000 people were turned away from the building the last night. How in the world Morgan manages to find time for all his engagements, is more than I could discover, for he seems to be in half a dozen different parts of England at once. He hinted to me that he might be seen in America next year with a team of racing cyclists, in the interest of some manufacturer, and, if he does come, I have no doubt that he will make a success of it.

I spent several days in Birmingham and Coventry, looking up the different makers, and found much to interest me in various ways. The Rudge company were hard at work getting out their new sample machines, which were not ready, and in due time full details of their plans for 1888 will be given to the public. Singer & Co. are building two very large factories in addition to what they have already, and Mr. Singer informed me that he had not been able to keep up with their orders during the past year. The policy of Singer & Co. had been somewhat different to any of the other cycle makers. This firm had built machines for road use solely, and I understand had never entered into open competition in a racing connection. How well this has paid them is shown by the fact that their productions are probably second to none in the cycling trade, and what many of the other makers spend in racing, Mr. Singer quietly puts into his pockets, and lets his competitors do the fretting. Messrs. Hillman, Herbert and Cooper, the makers of the well-known 'Premier' bicycles, are a particularly active firm, and they have in their employ one of the best fellows and riders in England, Mr. F. S. Buckingham, who is the proud possessor of 34 French marble clocks that he has won in various bicycle competitions. On a wet Sunday, if he has nothing particular to do, he generally winds them, which gives him employment for the day. He very kindly took me out on a Premier tandem, for a spin round Coventry, and the way the machine travelled was a caution, it only weighing a matter of 60 pounds and geared to 60 inches. While in Birmingham that night, I saw Hon. W. F. Cody (Buffalo Bill) walking on the sidewalk in front of my hotel, and a crowd of little gamins following on behind, gazing at the tall Indian fighter with intense admiration, and probably wondering whether he was going to shoot anybody just then. Cripps, who is well known as one of Humber team of 1885, is managing a cycling depot in this city, and appears the same old fellow, but he has not done very much racing the past year.

Coming back to London, I bade good-by to my friends, embarked on the North German Lloyd steamship Saale, which sailed from Southampton on the 10th of November, and, after one of the roughest passages I have ever experienced, I was indeed glad to see the Statue of Liberty again in New York harbor.

In a general way, I can say of my trip to England, that the cycle business, and the success of the manufacturer and agents depends on the quality and reputation of his goods. To a certain extent, the question of price enters into it, but, after all that is said and done, the prospective bicycle purchaser cannot help realizing very clearly, if he is at all a judge of machines, that a cheap article is dear at any price. The reputation of the maker for quality and workmanship, simplicity of design and durability of material does more to sell his goods, than extensive or eccentric advertising, for, although he may do a good business with a novel machine for the first year or so, it is the following years, when the repairs come in, that he sees where he has made his errors, and then it is too late."

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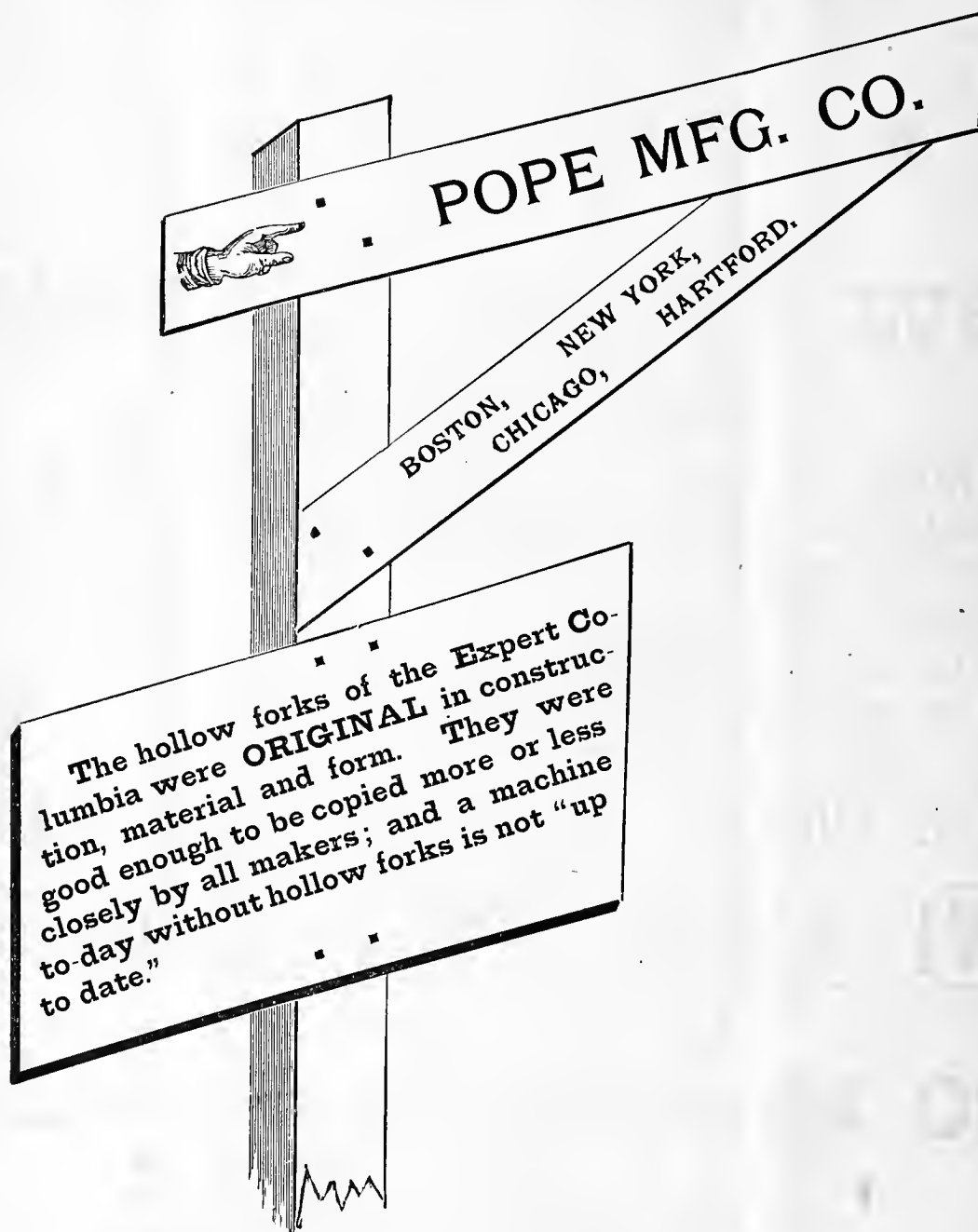
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BOSTON, 9 DECEMBER, 1887.

Volume XVI.  
Number 6.

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THEY ARE CALLED  
**VICTORS**

OVERMAN WHEEL CO. BOSTON

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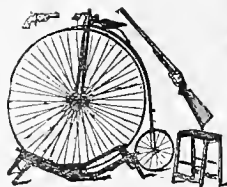
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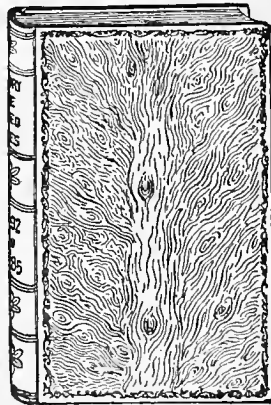
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Published Every Friday

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C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 9 DECEMBER, 1887.

AFTER all, this country will not be utterly devoid of racing tracks for 1888, for Roseville has been saved, Lynn has been bought by parties who propose not to neglect the bicycling interest, and Albany has a track that, with very little expense, can be made one of the fastest in the country. One of the directors of the last-named track claims he voices the sentiments of the Board when he states that they are willing to make any necessary changes in construction that are reasonable, so that their path will take its place among the foremost cycle paths for safety and speed. We gladly welcome this addition to our available tracks, and we congratulate cyclists, generally, that as the club on whose grounds this track is located, is a wealthy and enterprising organization, it will likely make a strong bid for racing patronage next year. A further good feature is, that Albany is a town liberal in its patronage of sports, and so in the event of a big attraction like that promised by the proposed visit of a European team, the management may feel morally certain of a big "gate."

NOW is the season when manufacturers and dealers are laying low and making their plans for the coming season. Now is the period when, after a year's experience with their own wheels, and a sharp lookout on the products of their rivals in trade, the makers are striving after a nearer perfection in their cycles for the season of 1888. There is no business in which competition is sharper, in which alertness and determination to excel is more necessary than in the bicycle trade. It is a difficult business withal, as so often it is proven that theory and practice do not always agree. Careful theorizing and good, common, horse sense, are very necessary to lay a foundation on, but the crucial test is found only in the practiced use of the machine. When we consider that lightness, strength and easy running is the desideratum that our makers are constantly striving for, it can easily be seen that while trying to steer clear of Scylla, they may run a-foul of Charybdis. Temporary failures sometimes seem disheartening, but the successful makers of to-day, are men who put these disappointments behind them, and push more energetically than ever for the goal of perfection, which they are bound to reach in the end. We were moved to this line of soliloquy by the thought that we often hear some one man, among a hundred, perchance, who does not hesitate to condemn the machines of the kind of his particular mount, because he has been unfortunate, or, more likely, careless and reckless, and thus managed to make a wreck out of a machine that was built for use and not abuse.

## THE ALBANY TRACK, AND PROPER BANKING OF SAME:

WE were in Albany last week, and in talking with one of the directors of the Ridgefield Athletic Club, we were made aware that the association is very willing to cater to the cycling element. The Ridgefield Club now have an excellent three-lap track, and they are perfectly willing to improve the same where improvement is called for to facilitate the riders to make fast time. In view of the proposed visit of the English and European teams to this country next season the Ridgefield Club will make special effort to hold a tournament on the grounds, the competition between the visiting teams and the home cracks, being, of course, a prominent feature of the meet. There is no reason why the Albany track should not prove one of the fastest in the country if the management will only give the courses a proper banking. In connection with this we publish some results and formula taken from *Cyclist* and *Wheeling*, which may be of value to the Albany people and those who contemplate changing their tracks. The *Cyclist* says:

"This journal has no column specially devoted to scientific cycling, but we trust the following formula and example may be of use to Mr. E. Webb, of Torquay, who writes to a contemporary asking what should be the scientific banking of a track for a speed of thirty miles an hour. Here is a formula which we think will give the information he asks for:

Let  $V$  = velocity in feet per second.

$G$  = distance between wheels of tricycle.

$C$  = chord of the arc in which the machine is travelling, the versed sine of which will be the necessary banking per width of gauge.

$C = 1.2 V \sqrt{G}$ . Let us assume twenty miles per hour, and a tricycle three feet wide, then

$C = 15 \times 1.44$  (the square root of three to two places of decimals).

$C = 21.60$ , the length of the chord.

Now, Mr. Webb has only to plot his curve on paper to a fairly large scale, mark on the chord, and measure the versed sine, which will give him the super-elevation of his track at three feet from the inside edge. In a curve of 60 yards radius this super-elevation is three inches, which, with a track seven yards wide would be one foot 9 inches on the outer edge."

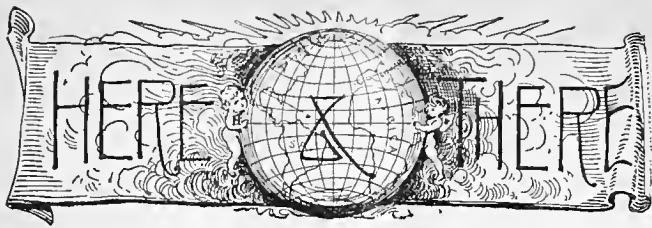
The Albany track is three laps to the mile, and therefore the following result, arrived at by Mr. M. Simeon McKay in *Wheeling*, will just about fit their case, although we cannot state that the radius is the same as the case Mr. McKay has in mind. He says: "The radius of the curve at Ball's Bridge track is 112 feet, and applying my formula to determine the super-elevation for a track 15 feet wide, assuming velocities of 10, 15 and 20 miles per hour, the following table gives the theoretic amount:

	Feet.	Inches.
Radius of curve, - - - - -	112	00
Width of track, - - - - -	15	00
Ten miles per hour, bank, - - - -	00	11
Fifteen miles per hour, bank, - - -	2	00
Twenty miles per hour, bank, - - -	3	7

If the radius of course is, say 200 feet, then at a 20-mile gait the banking should be about two feet.

THIS was "head work" evidently. How our good friend Hillier must have shouted as he saw the little Yankee deliberately stand still on his machine and refusing to proceed: "Young and Temple were now left to finish the remaining 25 miles as they pleased, and both being unwilling to lead, it looked as if the one who possessed most patience and endurance would come off victorious, as when Young tried to take second place the little Yank drew up, and seemed inclined to commence a trick-riding performance by standing still. The race now became tiresome, but Young settled matters by quitting the track at 37 miles 3 laps, and a mile and three laps further on Temple was told by the referee that he might stop." Tactics won that race, eh, Hillier?

THE newspaper profession of this city has rarely numbered among its members a more highly gifted young man than J. Purvis-Bruce, late of Edinburgh, Scotland, and well known through his connection with wheeling. Of an artistic turn of mind, realizing the true and only true essentials to success, and animated by exalted ideals in his daily conduct, within as well as without his calling, it is not at all surprising that Mr. Bruce has impressed those who can distinguish a hawk from a handsaw with being a very superior young fellow. He certainly did not get his name by accident. He is now about to return to his native heather—"ye banks and braes o' bonny Doon"—and we wish him *bon voyage*. He can't write up an "ad."—especially when he tries—as well as most of the "rustlers" who have made newspaper work a trade, and a pretty undignified and thankless one at that, but he has the newspaper instinct, and, combined with sufficient hard work, we can fairly guess where that will lead him. Mr. Bruce, we are happy to say, returns soon to the Northwest.—*St. Paul Dispatch*.



## FOREIGN LETTER.

## "SENATOR."

BENEATH the shadows of the Commune, with thoughts of the deeds, good and bad, by the Kings of France, and with the shouts of the French enthusiasts (anarchists, I should say,) of "Vive la Clemenceau," "Vive la Rochefort," and "Vive la Boulanger" ringing in my ears, I pen the BICYCLING WORLD's first Continental letter by your travelling scribe. Paris, at the present moment, is in a wild state of speculation and excitement. A radical majority wishes to force President Grevy to resign, through the misdemeanors of his son-in-law, Mr. Wilson, who, under cover of a responsible governmental position, abused the trust by selling coveted decorative orders representing "honors." Republicans are supposed to scorn, when offered by a monarch. The faction, headed by clever M. Clemenceau, won't take the reins of government unless M. Grevy resigns, so at present, the much-used and thread-bare "crisis" and dead-lock prevails. What have politics to do with cycling, anyhow? Excuse me, Mr. Editor and readers.

LEAVING London on Tuesday morning (after closing the American team's two weeks' tenancy of the Royal Agricultural Hall) I boarded the London Chatham and Dover express at Holborn Viaduct, and in two hours found myself standing at Dover, looking towards Calais and France. Boarding the "Empress," a boat much resembling American lake and canal steamers, in two more hours (after a successful but desperate effort to escape sea-sickness, on account of the roughness) we landed at Calais. The inevitable French soldier saluted, and a collector tore a leaf out of our "Cook's Excursion book." After dinner in the "Buffet" adjoining the depot, we boarded the rickety old French train and proceeded to the gayest city in the world. Having written M. Dubois (the famous French flyer) and H. O. Duncan, the ex-champion and late manager of the European team, previously of my intended visit, I was glad to find M. Duncan on the platform in Paris when our train pulled up. Dubois had written a note of apology (in French), stating he was exceedingly sorry that a lame knee, received by a fall in London, preventing him leaving his bed, alone prevented his welcoming "l'Americain" to Paris.

MR. DUNCAN ably filled the duty of guide and interpreter to Mr. Beardsley (of Buffalo Bill's Wild West, who accompanied me) and myself, the former in his "Wild West" costume creating much interest. After receiving comfortable quarters at an English-speaking house, and disposed of our first French meal with great gusto, we accompanied Mr. Duncan to the Folies-Bergere, a noted variety place of entertainment, and there had the pleasure (?) of seeing an old friend, D. J. Canary, perform, without his being aware of our presence.

THE Folies-Bergere is a very tony and handsome edifice, patronized by a good class of people, who pay about fifty cents, average, to see a first-class performance by good performers.

MEETING Canary after the show, while walking along the promenade which runs round the body of the theatre, he immediately recognized our party, and with a great deal of real (or unreal) enthusiasm greeted the BICYCLING WORLD correspondent. I have reason to feel "sore" at Canary. In 1884 I made him (or was the means of making him) his first match (for money) at a trick riding contest against Warren Wood of Chicago, which Canary won; in fact, the "match" was like finding two hundred and fifty dollars which he won. In 1885, again, Canary placed himself indebted to me at Springfield, the circumstances he knows too well. On my arrival in this country, knowing that I had a better artist than Canary, I duly wrote him a friendly letter, asking if he would care to make a match, and also wrote him, subsequently inquiring after his welfare. These letters Canary received, but was ingrate enough not to acknowledge either. Almost the first thing the once popular trick idol did, after the party, consisting of Beardsley, Duncan, Canary and your correspondent, had sat down to a table of refreshments, was to open a bitter tirade against the modern successful trick riders, Maltby, Hurst, Temple, Wilmot, and others, and

charged them all with being "copyists," and that he originated "everything" appertaining to the business, and they have stolen his acts. That and a lot more talk, fit only for garrulous old women and broken-down pugilists to use. The truth is, in the march of progress, Canary has stood still, and the modern trick rider has kept pace with the times and attended to their business, and not soaked themselves with stimulants. If W. S. Maltby can't do more trick riding in five minutes than Canary can in a day, I'll go broke. Canary is a relic of the past. By the way, I inquired of the latter when he heard of Dr. Rust, of Meriden, last. The answer, to say the least, was not what I expected, considering the Doctor started Canary in the business, and made him what he was. I was sadly disappointed in the once popular American, who is going down the hill fast.

YESTERDAY we inspected the famous Palais de Industrie, or part of the main building of the 1880 World's Exposition. It is a grand edifice, and a track about five laps to the mile could be laid comfortably round it. Decorated superbly and expensively, it commands admiration. A stroll through the Champs-Elysee and boulevard, enlivened by the glances of pretty French girls (who seemed to take immense pleasure in Beardsley's costume), completed our day's pleasure and business.

TO-DAY we visited the famous Hippodrome building, and found a track of six laps could be laid therein. A magnificent building, well seated with raised, handsomely furnished seats, and lighted by electricity, and the best stable accommodations and general appointments it has ever been my lot to see. The obliging French "Commissioner" (attendant), in pantomime language, explained to us the best way he could show all the workings of the establishment. Having paid two francs (forty cents) for one cab for the hour, and wishing to use the sixty minutes, we drove back through the Elysee—what a heavenly place that must be in summer—and pulled up at 16 Rue Halevy, Rudge & Co.'s splendid French depot, which is directly opposite Boulevard Hassan, and near the centre of Paris. One of the most handsome bicycle depots in the world, I should say, is Rudge's French depot.

HERE we met Mr. Duncan, with whom we called on the New York Herald, and talked with Mr. Bishop, the sporting editor of the New York Herald (Paris), daily edition.

REGISTERING in the visitor's book, we proceeded to call on several people, winding up by taking another French dinner (six o'clock), and tackled snails as a diet and supposed luxury for the first time. Duncan tells me the snails (of the hot-house pattern) are reared in luxury and fed on fine leaves, and when in "condition," prepared for the French epicures. It seems these are roasted and served with a kind of parsley sauce. To my idea they taste like pan-roast oysters, and are not bad at that. For two francs they give you several courses and a pint bottle of good table wine, and everybody drinks wine in Paris; you can have your choice between white and red. It seems to be almost non-alcoholic, as they drink it like so much water. I like the French cooking, and thoroughly enjoy French "feeding." The waiters are polite, and think very much of a fifty centime (ten cent) tip.

FRED DE CIVRY, the energetic French manager for Rudge & Co., is away for a few days at Coventry, and two deputies run the agency in the manager's absence.

WE attended a circus to-night, and a most novel pantomime closed a brilliant show. The centre or ring, where the clowns sing, horses and acrobats disport themselves (the surface being a huge mat instead of sawdust), was moved, and the centre dropped by machinery ten feet, disclosing a large pond, which by boats, floating islands and other devices looked like a lake. The lake was soon alive with boats, and a half-dozen girls, in regulation bathing costumes, plunged into the water, disporting themselves like a lot of fish. The natatorial exercise was varied by fancy swimming—and if the very ordinary looks of the girls are put aside—the rest of the performance was clever. After a time in the pond they were made to walk alone a round pole, on the end of which a flag was attached, and the idea was to capture this flag. Several fell off, but a large, coarse-looking female (whose weight I should think was in the two hundred) caught it and fell with a water-wheel crack into the liquid depths below. The French patronize places of amusement well, and are given good value for their money.

THE streets seem well adapted for cycling, but very few cyclists have been seen on the streets the past few days.

YOU can buy the New York Clipper, Police Gazette, Police News and other papers on the news stands, and the New York Herald (Paris edition), which is a luxury.

MY visit here is for a little recreation and business. The former I am having; the latter—well, we shall see.

THE "World's Athletic Carnival," promoted by the American team, was, according to the London dailies, the greatest treat in athletics ever seen in an enclosed building—although the attendance, principally through bad weather, was not, and could not be expected to be up to the standard of the enormous week of "Horse vs. Bicycle."

THE next venture of the American team is the six-day international bicycle race at Newcastle-on-Tyne, week of December 5 to 10. Birmingham (Bingley Hall), Christmas week, cowboys vs. bicyclists. Edinburgh, some time in February, six days, bicyclists vs. cowboys, and Royal Agricultural Hall, London, March 12 to 17, programme yet to be announced. Temple and Maltby in the meantime fill in dates with clubs and on their own hook in halls.

WOODSIDE has met with a serious blow in the death of his respected father. Our partner has the sympathy of a wide circle of friends. He is at present at home, and his future is undecided.

Ernest Shipton comes out in this week's *Wheeling* with a boyish and silly letter about "American slang" in my "irresponsible" letters to the BICYCLING WORLD. I reply in next week's about a certain "irresponsible" and clumsy forgery referred to by a Judge in a little court-room episode some time ago.

Paris, Nov. 24, 1887.

THE *Pittsburg Press* came out the other evening with a cut of a "newspaper header," to which was appended a few verses by Coleman, the child poet, on whose shoulders has fallen the mantle of

### "DUQUESNE."

Chatterton. This is the last wail of a broken heart. Mr. Coleman's long hair is typical of his poetical tendencies, albeit some people attribute his flowing locks to anarchistic ideas, which are said to flit through his brain. Gentle reader, please brace yourself, for here it is:

A wheelman of the "Keystones" lay bleeding on the plank;  
There was cause for gentle pity at the capers of his crank;  
But a comrade stood beside him, as his life's blood ebbed away,  
And bent with pitying glances, to hear what he might say.  
The wounded cyclist faltered, as he took his comrade's hand  
And said, "I ne'er shall reach that dear congenial land.  
Take a message and a token to a maiden friend of mine;  
For I was bound for Wexford—dear Wexford of its kind."

Tell her papa and her mamma, when they meet and gather 'round  
To hear my mournful story, in the pleasant, shaded ground,  
That we rode ten miles, till darkness our pathway filled with snares;  
And descending the hill at Pine creek, I was taken unawares,  
And midst my gay companions were veterans tough as steel,  
With great scars on their manly breasts—indentations of their wheel;

But some were young and reckless, too fresh to stay behind,  
And one was bound for Wexford—fair Wexford of its kind.

Tell her mamma that some other chump must court her daughter dear,

For I am going to cheese it now; I've got enough, I fear.  
Tell her sister not to weep for me, and sadly pull the bell,  
For though I made her very tired, her sister thought me swell.  
Tell her, too, these puny limbs, which drove that heavy "trike,"  
And gave her such a dizzy ride wherever she did like,  
Have done their duty like—alas! this sadly-mangled frame,  
Wrecked by this fiery steed of steel, unfeeling and untame;  
But still, despite his temper wild, full many a one you'll find  
On Sunday down at Wexford—good Wexford of its kind.

Tell this dear one, when you see her, that last night as I slept,  
I dreamed that in my stocking feet, I down to see her crept;  
I saw the old plank wind along, and heard, or seemed to hear,  
The chestnuts on the organ, that her mother plays by ear;  
And down the planks to Harmony, and up to Pine Creek Hill,  
They echoed in their coldness, through the evening calm and still;  
And to my heart I pressed her—alas! 'twas in my mind,  
For I was far from Wexford—sweet Wexford of its kind."

His voice grew hoarse and feeble—his lips most deathly pale;  
He groaned, and faintly, feebly gasped: "A glass of ginger ale!"  
His comrade could not help him—a temperance man was he;  
And a look so sad o'erspread his face, 'twas pitiful to see.  
"Alas! dear friend," he faltered, "no ginger ale have I;  
But here's some crystal water, at the roadside running by."  
A gurgling groan the cyclist gave; and gasped, in frenzy blind:  
"There's lots of ale at Wexford—dry Wexford of its kind."

AM very glad to find out that my epitaph on George D. Gideon as a wheelman was a little previous. He merely gives up his club and ordinary, but will continue to ride his tandem and safety. I am under obligations to "Phaeto," in *Bulletin*, for the correction.

THE venerable (?) E. R. Shipton has decided that tangent spokes are too rigid, and that the direct spokes are the proper caper because of their elasticity. The true tangent spoke shakes him up so much when away from his "offices," that it renders riding uncomfortable. Why doesn't he buy an American saddle, or else try rubber tubing for spokes? Is it true that the Englishmen can't make a comfortable saddle? If they can't, they should appoint a committee to invent one. We would suggest that they simply continue the committee that after years of study evolved that unique C. T. C. badge. I'll wager that they could invent a good saddle—or steal one.

"KEYSTONE" in the *Wheel* says: "The correspondent of a Boston paper, writing from this 'vicinity' seems greatly exercised over the claim of the Banker brothers for their 116-mile run. The claim did not embrace the earth, nor yet a fence, cut they do say no one else has ridden so much over the same roads in so short a time, and credit is desired for that alone." I would respectfully ask if I denied them credit for it? To the best of my knowledge, I gave them credit for it, and also for monumental nerve for howling for record on such a performance. Allow me to ask "Keystone" upon honor, whether or no he would have made such a claim for such a performance, had he been along on what the *Post* calls, the "alleged (?)" run?

### "GENTLEMAN JOHN."

#### AT LARGE.

ED SAVAGE and J. R. Stockdale, the well-known bicyclists, have gone to New Mexico to escape the rigors of a winter in the Northwest. They may return with "the flowers that bloom" in Minnesota, about the middle of August, when the thaw generally sets in. Stockdale borrowed my "road hog's terror," an enlarged edition of Samuel Colt, 22 inches long by actual measurement, and painfully accurate. Jim may yet distinguish himself, as there used to be, and I suppose even now the "woods are full" of Apache and Navajo Indians, who have a horrible penchant for shooting at "white folks" from behind a sage bush or fallen tree. Savage had better keep his face clean and his hair cut or the festive Stockdale may make a fatal mistake and take Savage for a Navajo.

"THANKSGIVING DAY," with its turkey and sore-head accompaniments, passed off very quietly with me. I passed it in St. Paul. Had I passed it in Minneapolis I might not have been so very sober; but when one is among a lot of people whose heart-blood temperature goes down with their thermometer, which sometimes indicates 50 degrees below zero (Ah, there, Kennedy-Child; I may have been wrong on world bicycle record statistics, but I've got you here, so don't write any polite letters of correction), there is but little temptation to drink the health of a community with which you have no common sympathies. The South may be poverty stricken in certain localities; it may be hot-headed and at times quarrelsome, but a true Southerner is seldom a "dollar hunter," and is never utterly devoid of the milk of human kindness.

I AM very glad to see the "R. G. B." letter. As far as the insinuation of the "former correspondent of the WORLD," when he advised New Orleans to get "full-grown men" to represent them in the correspondence in the wheeling papers, I have only to say that I hope New Orleans will always be as well represented both in the wheel press and on the amateur race track. I am afraid that the "former correspondent of the WORLD," whoever he may be (though he may have considerable age), is apparently sadly ignorant or unappreciative of the brains or cycling qualities of the little dark-eyed "R. G. B." There is an old adage about "no fool like an old fool," and there is, I believe, a certain amount of truth in the saying.

THERE are four inches of crisp snow here in St. Paul, and a thermometer at 15 degrees below zero and "still a coolin'." When you speak to a native he always says, "It's cool, ain't it?" When a native admits that it is cool, it is generally — cold. I'd like to have Ritchie Betts, from the land of shell roads and bananas, up here for a day or two, dressed in a seersucker suit and without an overcoat. I know it would please Ritchie. Of course it would.

WHEN you tell a St. Paul native that a bicycle costs \$135 he thinks that such a sum is a most extravagant price. "Just think," he would be apt to say, "that amount of money would make a first payment on a piece of suburban property." The population is wrapped body, soul and conscience in real estate values.

"GREAT head" that Tom Bumpus has got. His picture on page 59 of the BICYCLING WORLD of Nov. 25th is a good thing, and shows the way in which the "pure amateurs" and "measly profes-

sionals" (those terms are borrowed from the vocabulary of another) are developing themselves, much to the detriment of the calves and thighs upon which so much reliance was placed before lightning calculators and mathematicians began to invade the race tracks of the country to do up the poor athletes who ran a race on physical exertion and grit. I am desirous of seeing some decent rule in force which will drive those tacticians from the race track and leave the races to men with sand and a little muscle. *Better time* and more interest to the spectators might result.

I SEE that "Ratchet" again calls attention to an unanswered letter. I may be mistaken, but I think I answered the last letter I received from him. I would like "Ratchet" to repeat the questions, or the particular portion of the letter to which he looks with most interest for an answer. I shall be happy to receive it. I shall write him anyhow from London. My address is care C. T. C. Gazette, 139 Fleet street, London.

I NOTICE that Jack Keen is still in the ring. Poor Jack! He's been at it so long. I once rode one of his machines, a "Keen's Eclipse," a machine with *cowhorn* handle-bars (this was seven years ago.) Speaking of modern fads which were in use long ago, I rode an "Invincible" seven or eight years ago, which had something which resembled very closely the modern tangent spoke. It was laughed at in those days of course, but "he who laughs best laughs longest."

THERE is but one thing that puzzles me in connection with tangent spokes, and that is that Thomas Humber has refused to adopt them. I firmly believe in the tangent spoke, but why does one of the very foremost of cycle mechanics refuse to put the tangent spoke into the wheel that is famous the world over. Why? That's what I should like to know.

"GENTLEMAN JOHN" is very sorry that he will be unable to call on Messrs. Fourdrinier and Dean while he is East, as he made such bad calculations in regard to the time he would have at his disposal that he will not visit Boston. He will see both the gentlemen in the spring or early summer when he returns, however.

THE alleged performance of Mr. Wm. S. Mills, of Warren, R. I., of 4 3-4 miles in 12m. 30s., over a rough and sandy up-grade, is an especially fine one, and one over which he must feel very proud indeed. If the distance is *quite* correct, the time (2m. 36s. to the mile) is very fair, *very, very, very fair*. Of course, his well-known character as a truthful man will admit of no doubt on the subject; still, had the statement been made in my presence by a man of less character than Mr. Mills, I should inwardly (if not outwardly) have classed the claimer of such a performance with such old-time athletes as Ananias or the Baron Munchausen.

I SUPPOSE I am one of many, but it does make me tired to hear of a two-mile dash being run in 8m. or 5-8s. This is *dashing* with a vengeance, or else the track at Shreveport, La., must be of the order that characterizes too many fairs, where ambitious citizens of the United States gambol in tights before village maidens, who never before witnessed a wheel contest, and go home tickled to death. (By the wheel contest, I mean.)

It is about time that Joseph Pennell was making a drawing of the church window in Stoke Poges, and writing a little "Pilgrimage to Stoke Poges, and our Reasons for Believing the Window is a Fake of ye Harry Corey to Advertise his Rover Safette," in cloth, fifty cents; morocco, one dollar. For sale by D. D.— & Co.

WHERE is Karl Kron? Is he writing some more "white flannel and nickel plate," or is he recovering from his pen paralysis? Poor Karl, I fear the wheelmen are not as loyal to you as they should have been. Your book was a good one, if that prince of critics (?), the Lord High Extinguisher, G. L. Hillier, did, in his utmost soul, imagine he could have done better. Poor George.

THE cold snap which we have had since Thanksgiving Day, has about knocked the bottom out of cycling, as far as general riding is concerned, and a large number of wheels have been packed away for the season. Some of the "old reliables," however, still take an occasional "bracer," but usually on a road where they can make frequent stops for *soda*, or some other warming mixture. That the season has been dull, as far as Newark is concerned, cannot be denied. But we can console ourselves with the reflection that Springfield, Lynn and Hartford have also been sleeping. The only hope for a better season's sport in 1888, is the great and only "Senator," and if the "Senator" has a spark of patriotism left, he will come to our relief "with the flowers that bloom in the spring, tra la la," and bring along his great American-

European team of trained animales, and whoop 'em fo' suah. With the "Senator's" well-known ability as a manager, re-inforced by what he has learned from Bison Wilhelm, he should be able to make Rome howl.

"THE next thing to owning a wheel, is to borrow your neighbor's."

THE Manhattans of New York were booked for a paper chase through the Oranges to-day (Dec. 4).

I HAVE read that "a man, who breaks his word, bids others be false to him." How about the man that suddenly brakes his machine on a steep coast?

THE Passaic County and Elizabeth Wheelmen, Plainfield Bicycle Club, Ilderan Bicycle Club of Bayonne, New Jersey Wheelmen, and Scotch Plains Bicycle Club were represented at the house warming of the Long Island Wheelmen on Thanksgiving eve, and they say the treatment they received was "simply immense."

THE members of the Camden Wheelmen do not propose to let the long winter evenings pass, without getting a little enjoyment out of them. On Wednesday evening, 30 November, a progressive euchre party was held in their well-appointed rooms, and, judging from the accounts in the local press, they had a first-class time. To-morrow night (Dec. 5) they will start a pool tournament in their rooms, and as some of the finest amateur players in the town are members of the club, the games promise to be interesting.

SHE had passed sweet sixteen, though she was not in the habit of telling her friends how many laps she had made since. She was "oh, so fond" of riding on a tandem, and our old friend, "Fresh Hayseed," invited her to accompany him, a short time ago, on a trip through the Oranges. On the trip they passed a number of mulberry trees, and she remarked, "Mr. Hayseed, do you know that old quotation which says: 'with time and patience the mulberry leaf becomes a silk gown,' cannot be depended upon? A mulberry leaf has lain between the leaves of our family Bible for over thirty years, and not a member of our family has ever owned a 'silk gown.'" "Did you pluck the leaf from one of those trees we just passed?" asked F. H. The rest of the ride was somewhat like a "Quaker meeting," and F. H. can't understand why the young lady has since treated him so coldly.

OUR Thanksgiving Day road race was a great success; so was the "grand stand;" so was the weather; and the promoters of the event were supremely happy when fifteen out of the eighteen entries appeared for the start, and the "grand stand," consisting of

NEW ORLEANS.

"BI."

six coaches and the engine, with 300 or 400 spectators aboard, drew up at the starting point in time to witness the men sent off in the following order: Fred Machin, (handicap 5 minutes); E. A. Jonas, (4 1-2); R. McKenzie, E. M. Graham, (4 1-4); M. S. Graham, L. J. Frederic, R. A. Kirk, (4); J. W. Dodge, T. M. Hill, S. H. Plough, J. P. Phelan, (3); R. G. Betts, (2); C. B. Guillotte, A. M. Hill, Geo. E. Guedry, (scratch). Guedry had been allowed 40 seconds, but he declined it.

THE majority of the handicap men were never sighted, but the fight between Hill and Guillotte was a race itself, and one worth going miles to see; and the spectators aboard the speeding "grand stand," which kept even with the two in sight nearly the entire 5 1-2 miles, were frequently moved to cheers by their pretty work, though all the way, in fact, the train was the scene of continued, long, drawn out cheers, encouraging shouts, and, when a lagging handicap man was passed, of good-natured chaffing. The finish was in the following order, fifty or sixty yards separating Guillotte and Hill, with Guedry beaten off:

	Time.	Corrected Time.
1, M. S. Graham,	- - 21.38 2-5	25.38 2-5
2, McKenzie, - - -	21.58	26.13
3, Kirk, - - -	22.58	26.58
4, Jonas, - - -	23.01	27.31
5, E. M. Graham, - - -	23.41 2-5	27.56 2-5
6, Dodge, - - -	23.53 1-5	26.53 1-5
7, T. M. Hill, - - -	24.15 3-5	27.15 3-5
8, Guillotte, - - -	24.17	24.17

Betts, A. M. Hill, Frederic, Guedry, and the others coming in in the order named.

ONE of the timers at the finish became so "rattled," and got things so badly mixed, that it would not do to swear by the official record, even though the course was far from the best. A. M. Hill has several times ridden the course in 21 and 22 minutes, and states can-

# COVENTRY MACHINISTS' CO., LIMITED.

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On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, **BEATING THE EXISTING RECORD FOR 10 $\frac{1}{2}$  MILES BY**

## One Minute 56 $\frac{2}{5}$ Seconds.

Covering the whole distance in

## 72 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

MACHINE RIDDEN WAS A

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BOSTON, MASS.

# Our Little Flyer,

STILLMAN G. WHITTAKER, has closed the season for us with the most wonderful performance ever recorded by the wheel press, making in the 24 hours, on an ordinary

## 51-INCH LIGHT CHAMPION,

Taken out of stock and weighing 40 pounds, the phenomenal distance of

# 323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write to any cycling editor to become himself convinced.

The American Cycles are road machines, and are strong enough for the toughest American roads.

## They Hold Every American Road Record from 10 Miles Up to 24 Hours,

Hence it would seem that they ran even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

## OH, BUT THE BEARINGS DO TELL, SURE ENOUGH.

And that little track trial of Dingley's at Lynn on a 36-pound Champion still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth: "It was a wonderful record."

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*If you wish to purchase the best and easiest running road machines in the world, correspond with*

# Gormully & Jeffery Mfg. Co.,

## CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

didly that he never rode so fast before as in the Thanksgiving Day race.

C. M. FAIRCHILD, of the Louisiana Cycling Club, expects to leave Sunday for a leisurely two days' tour to Plaquemine, La., 80 or 90 miles up the river. He also intends visiting Baton Rouge, and several other points, besides riding part of the way home. Several of his club mates will accompany him 25 or 30 miles of his journey, though, judging from the threatening aspect of the sky at this writing (Dec. 2), it will not be long before our beautiful (?) dirt roads will be transformed into beautiful bogs.

PRINCE WELLS, the clever, little trick and fancy rider, is filling an engagement in the museum here. The New Orleans Bicycle Club has called a run to Carrollton to-night (Dec. 2), after which they will take in Well's performance in a body.

## RECORD OF THE WEEK.

WE had a pleasant call from Mr. Lane of Montreal last Saturday. We tried hard to inveigle the genial "Tommy" to stay over and join us at the Whitney dinner, but he assured us that "responsibilities" in the shape of wife and children required his presence at home by Sunday morning. Mr. Lane reports the close of a good bicycling season in his section of the Provinces, and looks forward to the visit of another party from the Boston Club during the carnival week. Mr. Lane is a large dealer in toboggan outfits, and anticipates a big business this coming winter.

THE Brookline Cycle Club will give a ball on the evening of January 18th.

THE horses ridden by Broncho Charley and Marve Beardsley have all been sold. There were some excellent nags among the lot.

THE Providence *Journal* has got hold of a paper called the *American Cyclist*. That is a paper we never heard of. Where is it published?

SENATOR MORGAN and Marve Beardsley, the latter in cow-boy costume, have been doing Paris. Read the Senator's interesting letter in this issue.

HARVARD and Yale are seriously discussing the advisability of confining their inter-collegiate contests to their respective colleges, so far as they are concerned.

As the time draws near for naming the next meeting place of the League, it becomes a pretty sure and evident fact that Baltimore, Md., will be the place selected.

MORGAN gave special medals to all the amateurs who took part during the six-day race at Aberdeen, Scotland. Morgan and his team are making a pot of money.

Now that wheeling for 1887 is over, the club men are turning their attention to the giddy toboggan, the treacherous snow shoe, and the soft arm chair of the club house.

AN exchange is responsible for the rumor that Jack Prince has given up the bicycle business, and gone into that final refuge of many *passé* sporting men, the saloon business.

WHY call it the "Safety craze?" It is not a "craze," because the safety has come to stay. It is not a "fad," because the rear driver has points of excellence that cannot be gainsaid.

EDITOR E. H. CORSON of the *Star Advocate* has been quite sick, hence his last paper was somewhat late in reaching us. He is, however, convalescing, and able to take hold once more.

MANAGER MORGAN gave an athletic carnival at Agricultural Hall, London, right after his great six-day horse vs. bicycle race. It was a great success, not only as an exhibition, but financially.

THE Camden, N. J., clubs are now talking of the advisability of not joining the League as clubs, but leaving to the individual choice of member as to whether they will join the national body or not.

MR. GARDEN, the representative of the Pope Mfg. Co. in Chicago, paid us a flying visit last Saturday. We regret that a previous engagement prevented him from joining us at the Whitney festivities.

A BICYCLE club has been formed in Jacksonville, Fla., officered by the following gentlemen: J. H. Crosby, President; W. N. Benedict, Secretary; L. A. Wilson, Captain; L. D. Hosmer, First Lieutenant.

ROWE will spend the winter months at his old trade of shoe-making, but we are told on good authority that he will show up on the path again next season, so as to be in shape for the coming of the foreigners.

THE *Bicycle South* is the latest cycle paper to bow itself out of existence. It has been bought by a "weekly sporting publication," the name of which, for some reason, is carefully suppressed. Wherein the necessity of this mystery?

THE Springfield Bicycle Club always does the right thing in the right way. A recent instance of this is where they tender the use of their club rooms to the Winthrop Club until such a time as the latter shall be able to secure quarters of their own.

HAPPY Ned Oliver is President of the new Lincoln Cycle Club of Chicago. This club started with a membership of some 40 odd, and now the roll contains a list of over 90 names! The "Lincolns" will be heard from on the road and path next season.

HAL GREENWOOD seems to think Sherman's four and a half times up Corey without a dismount no great shakes. Next time Hal comes to Boston he promises to climb the hill one dozen times without a dismount!! May we be there to see thee, brave Hal.

E. STANLEY HART & Co. of Philadelphia are printing the Massachusetts and Rhode Island road book. We are in receipt of some of the advance proof sheets. The book will be completed in January, and when out will be one of the most complete and reliable of the kind ever issued.

DR. W. G. BUDDINGTON, of New York, is a cyclist and a great admirer of Bermuda. He has visited that delightful island three times, and now proposes a fourth trip. He will be glad to communicate with any cyclist who would like to get away from the snow and cold weather of our Northern winter.

THE cyclists Howell and Woodsfide have entered a protest claiming that the distance they were credited with during the recent great race between horses and cyclists at Agricultural Hall was 10 miles 346 yards short of the distance actually covered. The track is at once to be measured, and results will be given later.

THE Palais de l'Industrie at Paris will undoubtedly be the scene of a six-day race between Broncho Charley and Marve Beardsley on horses, and some two of the French long-distance cracks on bicycles. Senator Morgan will manage the affair. If the arrangements are completed the race will take place some time in February.

LYNN Bee says: "Some Eastern wheelmen laugh at the claim that no wheelman can make a mile in 2.20, says a Western paper. There are Eastern wheelmen who are willing to try it for a big purse." Well, yes, the thought does cause a smile to expand our mouth, but we shall be ready to give a good, loud guffaw when it is done.

THE Beaufort, N. C., people propose to give a fish, oyster and game fair Dec. 14, 15 and 16. We are sorry we cannot accept the invitation to be present and sample some of the products of the seas, rivers and forests of North Carolina, but we shall have to smack our lips afar off, and imagine the feast that will be set before the lucky ones, as the choicest of the exhibits will be reserved for the press.

CAPTAIN WHITNEY, of the Boston Club, has gone West, and if his investigations prove satisfactory, he will locate on a sheep ranch of 7000 acres, some 60 miles from Albuquerque, N. M. The club of which he has the honor to be Captain, and cycling interests generally, will miss the "little man," in case the location to be investigated proves all that fancy and the real estate agents have painted it.

THE "United Wheelmen" is the title of a new Kansas City, Mo., cycling club. The following are the officers: President, Dr. G. L. Henderson; Vice President, P. H. Kent; Secretary, J. W. Ebert; Treasurer, W. P. Gassard; Captain, Nelson T. Haynes; First Lieutenant, Harry Ashcroft; Second Lieutenant, R. M. Seibel; Quartermaster, J. A. De Tar; Color Bearer, R. B. Hall; Bugler, G. L. Henderson.

A. KENNEDY-CHILD and the Pope Mfg. Co. have severed connection. Though this gentleman was with the Columbia people but a short time, it was long enough for the versatile Child to become thoroughly ingratiated in the regard of his employers, and the esteem of their numerous agents. Mr. Child has taken hold of a certain patent article, out of which he hopes and believes he will grind a nice little sum of money. All his friends will join us in wishing him all the most sanguine nature can conceive in his new field of labor.

ANOTHER trick credited to Americans by *Bi. News*: "If the people who haunt the scene of the battle of Waterloo are to be believed, enough bullets have been picked up in the neighborhood to dispose of about half the inhabitants of the world—roughly speaking. Disbelieving people, however, say that manufacturing such things is far cheaper and easier than finding them. Some cute Americans

have taken the tip, and have been busy turning out 'relic bicycles,' which they pass off as the machine which Thomas Stevens pedalled round the world. An exhibition of such bicycles in a few years' time would be an interesting study." We scan our exchanges pretty closely, but we vow that *Bi. News* scores one on us there, as this item had escaped our eagle eye.

PERCY STONE lately astonished the members of the M. A. A. C. of Chicago, whose members gave a paper chase on foot. The route chosen was chiefly across country, and yet Percy with his bicycle got there first. The *Post-Dispatch* gives the story as follows: "Percy started a few minutes after the hares. Among them was Joe Murphy, the well-known runner. Percy claims to have followed the trail, either on his wheel or pushing it, through the brush, bogs and the roughest, wildest part of Forest Park, and gained steadily on the hares, catching Murphy some distance from the finish, and running past him on foot, pushing his wheel, Murphy being fagged out. When the hares dropped their bags they struck out for home over a good gravel road, which gave Stone an opportunity to mount, and by a spurt get in ahead of them. Stone's riding was a surprise to the speedy athletes, who had little idea that a bicyclist could stay with them when they left the road. The result did much to elevate the wheel in the opinions of the sporting men in and around the finish."

WE take the following from the *Sporting Life*: "It is with much regret that we have to follow up our Monday's paragraph regarding the dangerous illness of Mr. W. Woodside, J. P., of Dunduan House, Coleraine, Ireland, with sad news of the gentleman's death, which occurred early on Monday morning, by our advices. The eldest son, well known to the cycling and athletic world, Mr. W. M. Woodside, of the American cycling team—left for Ireland on Sunday evening, after receiving a telegram from our office informing him of his father's condition. His partners, Messrs. Morgan and Temple, saw him off, and had to wire him *en route* of the melancholy news from home. He arrived in Coleraine on Monday evening. Some twenty years ago the firm of John Woodside and Co., Philadelphia, U.S.A. (formerly Woodside Brothers, of which Mr. John and William—the deceased—were active members), retired from their business as tea merchants, and owing to bad health of the latter the family removed by physician's advice to the North of Ireland—their present residence—having accumulated a competency. Mr. John Woodside died in crossing from India to Egypt while making a tour of pleasure round the world. Mr. William Woodside during his residence in the North of Ireland has taken a great interest in sport, especially coursing, and latterly cycling. The deceased gentleman was much respected, and a few years ago was appointed a local magistrate." We most heartily sympathize with Mr. W. M. Woodside in his bereavement. We can but speculate on the probable effect the sudden death will have on the celebrated cyclist's future, for as eldest son he must of course, assume new and important responsibilities.

"I HEARD somebody walk into my sanctum a few days ago, and when I found time to look up there stood Lindell Gordon and 'Pie' Parkhurst, who I thought were with Tom Reynolds, enjoying the delights of a winter in lovely Central America, for which far-away and tropical land they sailed some time in October, 'to make or break.' I am pained to learn that they suffered a serious disappointment from having unluckily gone at the wrong time. They landed shortly after the commencement of the rainy season, and after spending a few days at the port of Truxillo, started inland. As a special favor, some of the natives sold them horses at \$80 apiece and with their outfit they proceeded westward. As there is nothing in the shape of roads in that country except mule-paths, and the rain came down in bucketfuls, swelling every little stream into a torrent, it may be taken for granted that our friends found little comfort in travelling. The ticks and 'jiggers' made sad inroads on their bodies, not to mention the small animals common to warm climates. In fact, everything and everybody bit them as much as possible, and after arriving at Olanceito, a hundred miles from the coast, they concluded that discretion was the better part of valor and sadly turned back, instead of pushing on to Juticalpa, whose auriferous sands had been the incentive to leave home and friends. The rainy season would not be over before February or March, and while it continued no prospecting could be done. On their arrival at Truxillo, they were able to dispose of their horses, as another favor at a discount of \$30 each. Evidently, these three young men will not go back to Central America soon again, as they say no American with whom they talked is 'mashed' on the country. All the same, we have back among us three of the good old wheeling stand-bys, which is something for us to rejoice at, although it may seem like cold comfort to the wanderers themselves."—*Spectator*.

WE are pleased to learn that Messrs. Ross and Butcher are progressing, though slowly, toward convalescence.

#### DINNER TO CAPTAIN WHITNEY.

CAPTAIN ELMER G. WHITNEY, of the Boston Bicycle Club, must have felt a very great amount of satisfaction at the large crowd that attended the complimentary dinner tendered him on the eve of his departure to the Territory of New Mexico. The seating capacity of the two lower floors of No. 36 St. James avenue was stretched to the utmost, in order to accommodate a fair proportion of those who wished to do the vanishing captain honor. The limit, forty-two men, was reached long before the hour of sitting down, and those who came late had to stand at the outer gate, and take their pleasure second hand. Steward Nottingham did himself proud, and a better menu was never presented in that club house. President Hodges drove in from his shooting box to be present, and only arrived as the dinner was well along, and as Mr. J. S. Dean, as chairman of the committee having in charge the arrangements, was presiding, the President insisted on the eloquent and versatile Dean retaining the position of honor, the duties of which, during the post prandial exercises, he discharged most acceptably.

The speeches were excellent; some pathetic, some humorous; but thanks to the stirring influence of the occasion, they were all good. Kennedy-Child, as usual, distinguished himself by making the speech of the evening, as he presented to Mr. Whitney a souvenir of the occasion, in the shape of a sketch by Mr. C. W. Reed, representing Mr. Whitney as he appeared before leaving Boston, and as he will appear retiring from the Territory. The pictures will long be remembered by those who saw them, and we must confess that our powers of description fail to do them justice, so we will dismiss the subject by saying that they were very "large, fine and elegant." It was well past midnight before the last man had taken "our bonny Captain" by the hand, and wished him God speed in the direction of his new field of labor. If Captain Whitney likes the looks of things down there he will locate at a point about sixty miles west of Albuquerque, New Mexico.

#### BUFFALO BICYCLE CLUB.

THE latest addition to the now numerous and luxurious cycle club houses of the United States is that lately built by the Buffalo Bicycle Club. We take from an exchange a description of this beautiful house, prefixing it with a short history of the club. The Buffalo Bicycle Club was formed in 1879, and in January, 1885, was incorporated under the laws of the State, with a board of seven trustees. At present the membership numbers 103 active, and 11 honorary members, officered for the current year as follows: President, Charles P. Churchill; Vice President, George Dakin; Secretary, A. C. Richardson; Treasurer, Charles W. Adams; Attorney, Albert C. Spann; Captain, Robert C. Chapin. Trustees, these officers and the following members—W. S. Bull, Charles S. Butler, Clifford G. Gething, George H. Courter, Charles F. Hotchkiss, R. B. Hoffman, Willis K. Jackson, Otto W. Volger. The recent resignation of Mr. J. B. Newman leaves a vacancy in the Board, which will be filled in December.

One of the hy-laws forbids the use of any kind of alcoholic beverages in the club house.

The idea of building a club house has been a favorite one for some time past, but in March last it was put in definite action by Mr. John B. Newman, the treasurer, who, to the great regret of his fellow-members, has just resigned that office in order to make a voyage to Europe. Mr. Newman made careful estimates, showing that it would, in a term of years, cost the club much less to build and maintain a house of its own, than to rent, and keep moving once in a year or two. A special meeting of the club was held to consider the project, which was heartily sanctioned. A subscription list was started, and soon amounted to nearly \$2,000. With encouraging prospects ahead, the trustees went to work in earnest. The lot at No. 132 College street was purchased and paid for, and a loan secured for the purpose of erecting a house. Mr. F. W. Caulkins was appointed the architect, and the erection of the house was placed under the supervision of a committee of the trustees, consisting of Messrs. Charles P. Churchill, John B. Newman, Albert C. Spann, Charles S. Butler, and W. S. Bull. These gentlemen have devoted much time and thought to the matter, and the outcome of their labors is certain to prove satisfactory to the club. The contract for building was awarded to Mr. C. S. Chapin.

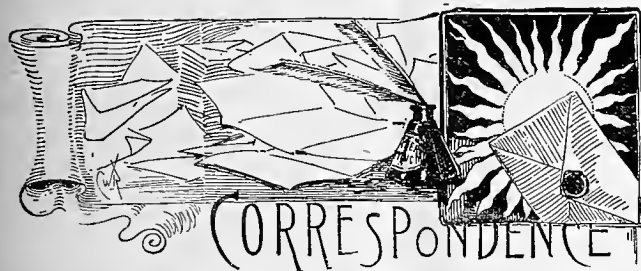
The house as completed is 115 feet by 24, and contains on the lower floor a vestibule, hall, drawing-room, janitor's kitchen, a spacious locker and bath-room, and the gymnasium. This latter is the grand feature of the building, and is placed in rear of the main structure. It is of ample dimensions, 50 by 23 feet, and 24 in height, and when supplied with apparatus will prove exceedingly attractive. The business meetings of the club and all receptions, entertainments, etc., will be held in it. The bath and locker-room adjoins it, and will be furnished with wash basins, shower and tub baths and other

necessary conveniences. A cemented cellar extends under the whole front part of the house, and it is easily accessible from the outside, so that the members' machine may be stored in it, if necessary.

A staircase in the front hall leads to the second story. In this are found a large and well-lighted front room occupying the entire width of the house, four card rooms, one of which will be used as a ladies' reception room, and will contain a lavatory and other conveniences, and two rooms for the use of the janitor. The janitor's apartments are separate from the rest of the club house, having a side entrance and stairway of their own. The attic or upper part of the house will be finished, and used as a billiard and pool room. The house is heated by a furnace, but has several open fire-places, and is supplied with electric bells. There is a spacious veranda in front, which will add greatly to the comfort and convenience of the members during the summer months.

The initiation fee is \$5, and the annual dues are \$12.

The club joined the League of American Wheelmen in 1884, and has always been very influential in that body. Of its members, Messrs. Appleby, Butler, W. S. Bull, and J. R. Williams are representatives, and Mr. Bull is Vice Consul of the State of New York. The chief consul, Mr. George R. Bidwell, is also an honorary member of this club.



#### A TOUR TO THE TWIN CITIES.

*Editor Bicycling World:* SEVERAL wheelman, including myself, intend taking a trip to St. Paul and Minneapolis during May or June of next season (1888). We will probably not be gone over 30 days, but will take in all points of interests on the route, and the trip promises to be a success so far; starting point in the neighborhood of Mattoon, Ills. All wheelman of amateur standing who would feel interested can receive further information in regard to the proposed tour by addressing me.

Very Respectfully,

J. H. ZUMSTEIN, Windsor, Ill.

L. A. W. No. 17019.

#### GENTLEMAN JOHN ACCEPTS COLIE BELL'S CHALLENGE.

*Editor Bicycling World:* I see by your issue of Dec. 2 that Colie Bell, of Minneapolis (not unknown to fame), has, as he remarks, noticed my little break about wishing get at some of the "coffee mill" men at any distance from 5 to 25 miles. Bully for Colie. He noticed it. Good enough. Ha! ha! He suggests that instead of racing upon the classic grades of Clarksville or Crawfordville that I meet him at Minneapolis on the Lake Harriet Boulevard. "If Providence is willing and the creek goes down" (this is merely a provincialism, and may be construed to mean very much or very little), I shall meet the genial Colie on ye Harriet Boulevard some time next spring, after I return from the "Continent." Mr. Colie Bell wishes to know the reason, wishes me to show cause why, I sent my challenge to the Eastern cycling papers and not to the Minneapolis *Tribune*. Simply because I had no desire to do otherwise. As Mr. Colie may be, and doubtless is aware, the Minneapolis *Tribune* is not the only paper on earth. When I penned the alleged challenge I did not think that poor brother Colie would feel hurt. I was answering, I think, some of "Ratchet's" writings in the BICYCLING WORLD, in which I thought I saw something like this: "Why do the crank men not toe the scratch with the 'coffee mill' men who have challenged them for a race under certain conditions." Merely this and nothing more. Mr. Bell says he feels confident that a race with him will be "interesting."

Doubtless, Mr. Bell, doubtless. He also speaks thus wise. "Probably the reason that he" (that is I,) "does not fear the 'coffee-mill' men is because he never could get close enough to them." Mr. Bell can, with a little mental effort, recall several instances when I got very close to them, very close indeed. Should I return

to Minnesota in the spring, Colie Bell can trot out his "coffee-mill" and I shall ride a "clean cut" crank bicycle. We shall race for a medal, distance 25 miles, the winner to take the same, and both parties to pay an equal amount toward the price of the medal. Shake on that, Colie, but do not write any more carelessly-worded letters upon the subject of my pronounced distaste to all vehicles of the "coffee-mill" variety, be they fast or slow. By the way, I owe your brother, Grant, \$5, which shall be paid as soon as I reach the other side. By-by, Colie, by-by. "GENTLEMAN JOHN."

#### "CHESTNUTS" IN LITTLE FUR COATS,

WITH FROST ENOUGH TO OPEN THE BURRS. WILL THEY OPEN?

*Editor Bicycling World:* Two years ago when I waged war on the amateur rule, and urged that the League drop racing altogether, as being of the greatest benefit to the largest number of wheelmen (and the League in particular), I did it with the best of intentions. First, because it had always caused the League more or less trouble, and second, because it is best that those men who believe in racing should control the same. A searching inquiry among a number of League members reveals the fact that not one in five care a fig for racing, that is, as far as controlling same. Yet we find the League as a whole acting the part of the dog in the manger. Why not let the League drop the amateur definition as regards eligibility to membership, and then strike all rules that relate to racing from its laws, then we will have an organization that can devote its energies to the stern duties that are expected of it. At the time, many thought I had gone wild over it, when in reality I was only trying to saving the wheelmen of this country more money than the League has had or spent during its brief existence. Such is a plain statement, and the worst of it is it is a cold fact, and as events have turned out there are many wheelmen, who now realize the truth of what I prophesied would transpire if the League continued on its course. Let us go back and see what I said two years ago. By referring to back numbers of the wheel press, it will be seen that I said "that in less than three years every club that was putting money in tracks would lose their all." To say nothing, there would be a lack of interest on the part of the dear public in the doings of the wheel world. Well, I ask, has it not all come to pass? and the echo answers in a loud tone "YES;" for all of which many are sorry. Let us look the matter square in the face, and let us see what the amateur farce has cost us in the past year, and then let us ponder over the result, and see if the game is worth the candle.

To begin with, we find the famous Springfield track, that cost nearly \$6,500, gone to pieces and ruin; then there is the Lynn track, on which all is lost, \$10,000; the Roseville track lost \$10,000; the Cleveland track, costing \$4,000, and they lost \$700; and I can name a number of small losses. Then there are the dealers, who spent about \$15,000 this year, in the vain hope that if foreign racing men should visit our shores, that they would be able to uphold the honor of the country. They are small estimates, yet they show how the wind is blowing; to put them in shape, to be easily seen, I place them in table form:

Springfield loses	-	-	-	-	-	\$6,500
Lynn loses	-	-	-	-	-	10,000
Roseville loses	-	-	-	-	-	10,000
Cleveland loses	-	-	-	-	-	4,000
Dealers lose	-	-	-	-	-	15,000
Total,	-	-	-	-	-	\$45,500

In face of the above, how long are the wheelmen of this free and independent country going to put up with this? Now, on behalf of those clubs and associations that have put their money into this, the most fascinating sport, I ask a halt and a change. Give us a change, and we will see racing in this country the coming season that will open the eyes of the world, and when, as I know, that for the coming season that we will have a visit from the best talent that the old world produces, Englishmen, Frenchmen, Germans, and Irishmen, it is an easy matter to imagine what sport we will enjoy. Then, again, this is the only time in the history of bicycling in this country that we have had men who can hold the ground with the best of them, and I think it safe in saying that we shall take the largest list of first prizes in the contests. What say you wheelmen? Shall we have them or not? They stand ready to pay us a visit, and it now lays with you to say if they shall come. The plans are completed, and we are ready to go ahead, if you will only modify your rules to agree with common sense. As I have said before, down with the amateur rule, and let us drop the old-time and foggy idea, and adopt ideas that are both progressive and in accordance with the times.

HENRY E. DUCKER.

Buffalo, N. Y., Nov. 25, 1887.

## TRADE NOTES, CLIPPINGS, AND ALL SORTS.

'Tis a bicycle man, o'er his broken wheel  
That grieveth himself full sore;  
For the joy of its newness his heart shall feel,  
Alack and alas! no more.

When the bright sun tippeth the hills with gold,  
That rider upriseth gay,  
And, with hat all be-ribboned and heart that is bold,  
Pursueth his jaunty way.

He gazeth at folks in the lowly crowd  
With a most superiour air;  
He thinketh ha! ha! and he smileth aloud  
As he masheth the maiden fair.

Oh, he masheth her much in his nice, new clothes,  
Nor seeth the cheerful pup,  
Till he roots up the road with his proud, proud nose,  
While the little wheel tilteth up.

Oh, that youth on his knees—though he doth not pray—  
Is a pitiful sight to see;  
For his pants in their utterest parts gave way,  
While merrily laugheth she.

And that bicycle man in his heart doth feel  
That the worst of unsanctified jokes,  
Is the small dog that sniffeth anon at his wheel,  
But getteth mixed up in the spokes.

—*Omaha Chronicle.*

GORMULLY & JEFFERY will increase the variety of their products next season, and with their usual determination to keep even with the times, they will build a Rover type safety, the model of which is almost ready. They will also get out a home trainer. The novelties will receive due attention and illustration as soon as we can get cuts and facts. This firm are making heavy shipments of their new two-track, open-front tandems and tricycles.

"WHAT is sauce for the goose is sauce for the gander," so Percy Stone thinks, and therefore reasons, that if Kluge has been re-instated why he ought to be. Not that he loves the League more, but that he is deuced anxious to retain his membership in the Missouri Club, and the problem he has to face is, *Not* in the League, *not* in the Missouri Club. Speaking of his proposed race with Whittaker, Stone is reported as saying: "If I should be re-instated there might be an arrangement made with the Racing Board by which we could race, the money going to some charitable institution, so as to remove the professionalizing effect of money getting."

THE Pope Mfg. Co. will soon perfect the models for their new tricycle and rear driving safety, and just as soon as the important details have been decided on we shall take pleasure in giving details. The tricycle will contain many novelties in the way of construction and detail, and the safety will contain all the good points of the most favorably known makes of this type, and a number of special improvements of their own invention.

"BROTHER TOM says bicycle riding is splendid exercise for the calves. Grandma says it may be, but she can't for the life of her see how you would get them to stay on."—*Harper's Bazaar.*

THE Overman Wheel Co. placed before the riding public last season (1887) a full line of the different machines, ordinary, safety and tricycle. Great care was taken in the models before the machines themselves were placed on the market. Experiments, the most exhaustive, were made, so that, practically, their machines were first proven and then offered. What slight changes, if any, that are to be made in the 1888 machines will be duly chronicled in these pages, as heretofore.

"MR. W. J. MORGAN, of the American cycle team, who closed his successful two weeks' London engagement on Saturday, left London for Paris yesterday, in order to inspect a building in the French metropolis for an international bicycle contest. He will examine the famous Hippodrome building and other large edifices. Proceeding to Vienna to arrange some business there for next year, he will return to Newcastle to look after the six-day contest there. Mr. Morgan will be H. O. Duncan's guest in Paris."—*Paris edition of the New York Herald.*

GEORGE HENDEE is making a record for himself in the more serious part of the cycle business. He is now down South, and is cutting a wide swath for the Springfield Roadster people, and whose machines are taking like forty among those who desire safety and a high wheel at the same time.

S. T. CLARK & Co., of Baltimore, will continue to swing those sterling patterns of wheels, the Rapid and the Quadrant. We have taken considerable pride in the success of the last-named machine, as we have always held the Quadrant large front steerer up as *par excellence*, the correct type of machine. In due time we shall give the announcement as to what (if anything) there is to be new in the Rapid or Quadrant of 1888.

"HATERS of bicycles, tricycles, and everything else that is trundled along the Queen's highway by one-man power—they are generally the owners of badly broken horses—should ponder the narrative of an exploit which was performed the other day by certain Surrey cyclists. In one of their excursions, these gentlemen arrived at a certain point in time to seize a man who had recklessly driven his trap into the Beckenham mail cart, killing the horse and upsetting the vehicle. While one of the cyclists pursued and captured the offender, the others took the trouble to carry the mails to their destination, for all of which service they have received the thanks of the postmaster general. Their appreciation of this acknowledgement will not be lessened by the reflection that while they were performing a public service they were at the same time avenging the wrongs of the whole cycling race upon, at least, one reckless trap driver."—*Court Journal.*

REPRESENTATIVES from the Singer Co. are expected in this country during the next few weeks, with a view of making the usual arrangements preparatory for the coming season. These machines (the Apollos), through the combined influence of the energy of Messrs. W. B. Everett & Co. and the excellence of the cycles themselves, are now so well and favorably known all over the country, that there is no doubt but that the season will be a continuance of that already past, and that the Singer products will get the full share of patronage they most decidedly deserve.

A BICYCLE thief was recently caught, or rather, surrendered himself to the Providence police authorities. His name is W. H. Begg, and he is only 19 years old. He acknowledged having stolen a bicycle from Geo. A. Millett of Salem. Begg took the machine to Nashua, N. H., and gave it to a hotel keeper for a month's board. Millett has taken steps to recover the bicycle.

THE Overman factory at Chicopee is fast approaching completion, and when done it will be one of the most complete of its size in the world. Its capacity for the next season will by no means be sufficient to supply all the machines this company will manufacture, but it will be enlarged as fast as convenience will admit.

"A TRICYCLE with sails is the latest novelty which Italy has imported to our shores (England). On a breezy afternoon, with a few level miles of country before a man and a comfortable mainsail to his craft, nothing could be more delightful than to spin along in this novel little vessel. Any danger of a gust puffing the "trike" over is obviated by a bit of mechanism which instantaneously releases the sails, and prevents anything like a catastrophe in this way." So says the *Sportsman*.

THE Coventry Machinist's Co. closed the past season with a fine crop of records to the credit of their machines, which none finer are made.

## RECENT PATENTS.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston,—

No. 371,911. Bearing for velocipedes, Wm. T. Andrews, Williamsport, Pa.

No. 372,031. Tricycle, Henry La Casse, Auburn, N. Y.

No. 372,106. Tricycle, Frank J. Bayer, Du Bois, Pa., assignor to Edward Lease, same place.

No. 372,428. Velocipede, James O'Brien, New York, N. Y. A bicycle.

No. 372,429. Tricycle, Thomas O'Brien, New York, N. Y.

No. 372,736. Screen for velocipedes, Emerson Ames, Washington, D. C. A guard attachment, particularly adapted to tricycles.

No. 372,994. Velocipede saddle, Curtis H. Beeder, assignor to Pope Mfg. Co., Portland, Me.

No. 373,028. Bicycle, Frank D. Randolph, Plainfield, N. J., assignor of one-half to Robert Goeton, same place. Relates to the head and spindle.

No. 373,282. Tricycle, Hermanus T. Frie, Curacao, West Indies. Embodies a rocking chair, which propels the machine by means of suitable gear, operated by the downward movement of said rocking chair.

A copy of the specification and drawings of any one of the above patents will be furnished on receipt of twenty-five cents (the government charge) by Mr. Williams.

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5, J. Kemp Bartlett, Jr., Rapid Roadster.	
8, E. F. Le Cato, Rapid Light Roadster.	
13, S. H. Shriver---fell---Victor Roadster.	

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In the marvellous time of

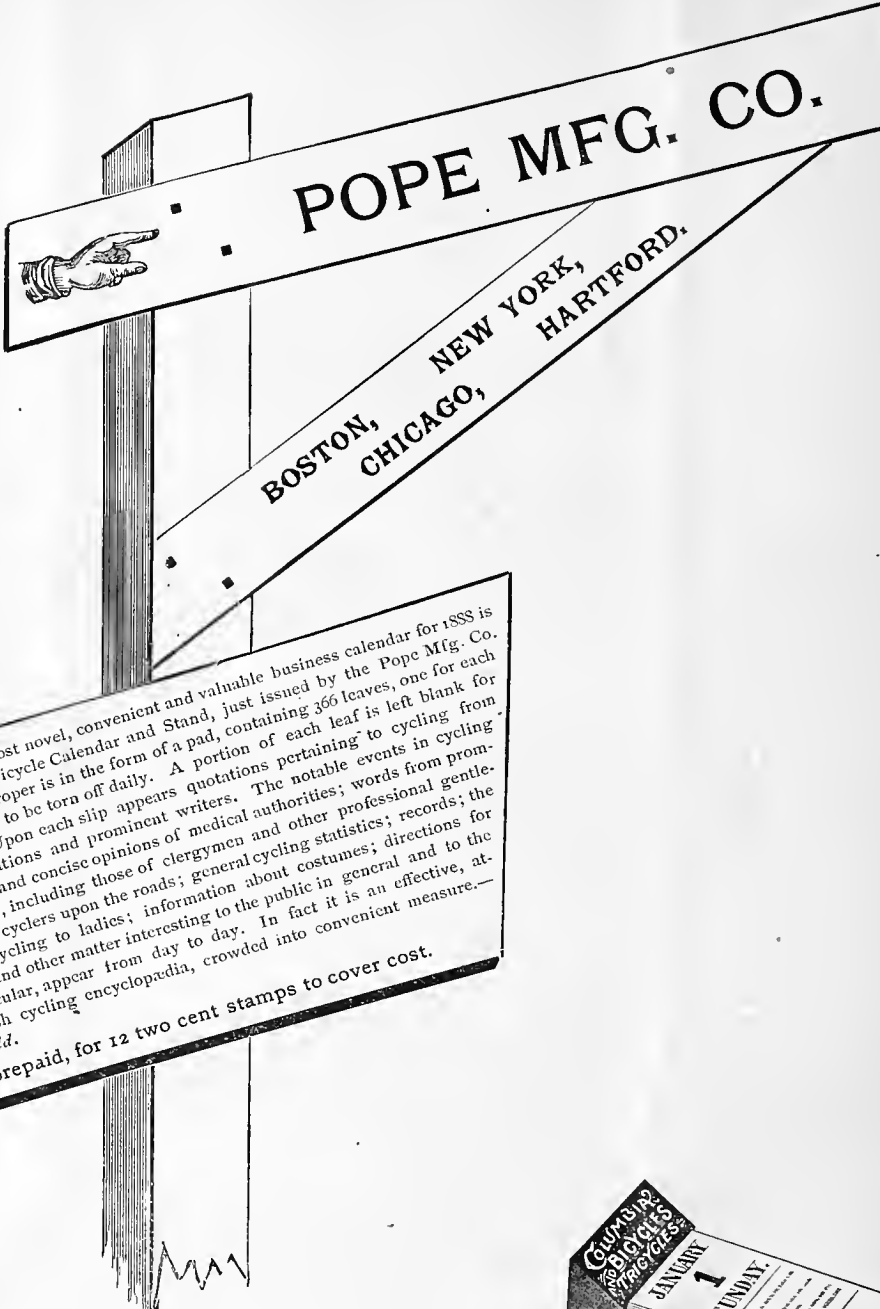
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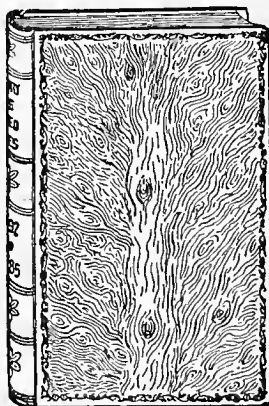
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C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 16 DECEMBER, 1887.

MR. BASSETT in *Bulletin* says that he is tired of the cry that the League does nothing, and then he proceeds to point out the advantages, all of which have substantial existence, but when Mr. Bassett takes the position he does in regard to the *Bulletin*, in relation to the independent press, we find that Mr. Bassett, editor of the *WORLD*, and Mr. Bassett, Secretary-Editor of the League, hold very different views. We would suggest to the gentleman that he examine his jewel case and see if he cannot find the one named consistency tucked away, forgotten, perchance, in some small corner.

“A MATHEMATICAL athlete has discovered that it takes as much exertion to walk three miles, as it does to ride fifteen miles over a good road on a bicycle.” It is such extravagant statements as this that do cycling positive harm. The would-be cyclist reads the above statement, walks three miles, says “how easy,” buys a bicycle, takes his *first* ride of five to ten miles on the road, feels lame, sore and a physical wreck; cusses the idiot who made such an absurd statement, condemns cycling generally, and, the chances are, abandons riding before he gets into it at all, because he took as gospel truth, a fabulous story of an athletic mathematician. The cold fact is, that after a little practice a man can easily double his ability to cover the ground with the aid of a bicycle, and what more can we ask? Bicycling has enough advantages over other kinds of locomotion, without these silly soarings into the realms of fancy and misleading imaginations.

WHEN we make a mistake we always appreciate that the only proper thing to do is to acknowledge it, and when an apology is due to make it. We were wrong in charging *Bicycling News* with intentionally misquoting Mr. Loudon when he is reported as saying that “American-made machines were only found in the South and West and in Mexico.” Mr. Loudon, it appears, did use these words, and we therefore make our apologies to *Bi. News* for our words of disbelief, and in thus making the *amende honorable* as far as in our power so to do, we would suggest that *Bicycling News* take the hint as to what is expected in such cases, and apologize to us for past words that have from time to time appeared in that sheet, reflecting on us. The most recent of these delicate attentions was that, after having read the *WORLD*’s account of why Rowe did not go to England, the editor of *Bi. News* calmly said that “now Harry Corey is in England, we shall hope to get at the truth as to why Rowe did not come,” or words to that effect. Now we have made our little apology to *News*, we desire to turn our attention to Mr. Loudon.

We stated our belief that this gentleman was “intelligent and well-informed,” but as we have the excellent and most reliable authority of the *Cyclist* that he did make that remarkable statement, we desire to reverse our decision, and state that we cannot conceive how an “intelligent” and “well-informed” man could make such an assertion. We are charitable enough to suppose that Mr. Loudon did not use his “intelligence” carefully, or secure his “information” from a reliable source, or he would never have made such a palpably incorrect statement as that credited to him.

## A NOTABLE ANNIVERSARY.

WE had sent us the following clipping from some Philadelphia paper: “The South End Wheelmen celebrated their first anniversary on Monday evening, Dec. 5, and everything passed off with the greatest success. The club house, which was decorated with flags, bunting and Chinese lanterns, made a very pretty effect. The wheel room, which was handsomely decorated, contained two large tables decorated with elegant taste; on the first table stood a splendid floral bicycle, presented to the club by J. W. Pepper, Esq. This piece of work stands forty inches high; attached to it was a splendid club banner of blue and old gold, presented to the club by George Caryl.

Mr. J. J. Bradley was presented with the club medal, in recognition of his holding up the honor of the South End Wheelmen at the last race of the West Philadelphia Athletic Association. During the evening the mutual band of thirty pieces played some very fine operatic selections. The South End may well feel proud of its success, organizing December 4, 1886, with six members, and now has a membership numbering forty, of some of the fastest wheelmen in Philadelphia.

The South End Wheelmen will keep open house on New Year’s Day, and specially invite the wheelmen in Philadelphia to call and see them.”

## WIDE AWAKE.

THE readers of that wonderful magazine for young people, are so accustomed to good reading and pictures, that they will wonder how it is going to be better than ever this coming year. But it is.

The new year has already begun with the holiday number just out—a truly great number, larger and richer, more varied, and therefore it must be better than ever before. And the publishers have a primer to send to those who want to know what *Wide Awake* is going to have in it in 1888.

The wonder is that such a library and picture-gallery can be got together for \$2.40 a year—a thousand pages, and everything fresh and new—stories, history, travels, biography, sketches, anecdote, adventure—and all instructive, as well as entertaining. Two worlds are drawn from to make such provision for the education and pleasure of our children.

So high is the best of young people’s literature, nowadays, that we are all of us glad to be young. Nine-tenths of reading people prefer it to what is written for them; for it has the rare merit of being easy as well as good.

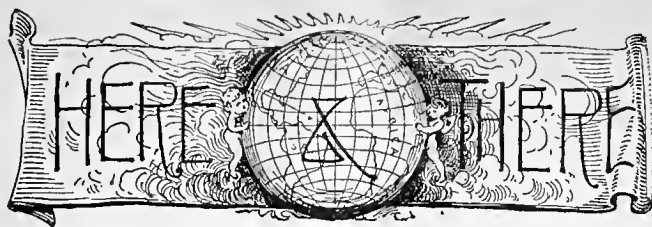
We know of no Christmas gift so sure of bringing a happy response in a reading family. Send \$2.40 to D. Lothrop Company, Boston.

THE Home-trainer fever has struck Omaha, and at present the holder of the “best on record” for that city is named P. Kirby, who did the half-mile in 52 seconds.

THE much-talked-of six-day tournament at Minneapolis will consummate some time next month. Among the entries are Dingley, Whittaker, Knapp, Prince, and McCurdy.

MR. BARROW, of the Rudge Cycle Co., Limited, Coventry, England, arrived in this city last Wednesday. He will stay here for some time, and until all arrangements as to the future of his Company in the United States have been settled.

MR. FREDERIC C. PENFIELD, F. R. G. S., Vice Consul General to Great Britain, was the guest of Kennedy-Child at the Boston Club on Tuesday. Mr. Penfield was one of the original founders of the L. A. W., and some years ago was prominently identified with our sport, but, alas, he forsook it for the “side ways” of diplomatic service. He is, however, free to admit that “devious channels,” with which he became acquainted when present at an election in our national organization, have assisted him in his “little arrangements” on the other side. Mr. A. B. Seeley, an associate member, met Mr. Penfield in the pool room; as they were old European friends the meeting was quite affecting.



## NEW YORK.

## "THE RAVEN."

It seems to be a peculiar feature of cycling club life in New York, that no matter for what cause one wheel club changes its quarters, there always appears upon the scene another club, anxious to occupy the abandoned property. The New Yorks are the latest example of this, they having let their house in Fifty-eighth street West to the Manhattan Bicycle Club, and moved bag and baggage into the house of the late Ixions, pending the completion of the new house now under the course of erection. The Manhattan are the youngest, and in consequence thereof, the most lively, of our metropolitan wheel organizations, and will go in for some extensive house entertainments during the coming winter, now they are so conveniently housed.

I UNDERSTAND that my intimate acquaintance, the "Owl," is busy planning a five months' tour a-wheel through Europe for next year, starting early in the fall. He will be accompanied by a member of the New York Bicycle Club, and will travel on a tandem trike.

THE average life of a cycling club man, as such, seems to average about two years. I arrive at this conclusion from a study of the club photographs of the old Ixions, which, in accordance with a custom of theirs, they had taken each of the five years of their existence. With the exception of the faces of the five organizers of the club, which are seen in all of the groups, almost the entire membership appears to have changed in each second picture. Constancy to club, seems to me, therefore, not to be a virtue belonging to wheelmen in New York.

THE Twelfth Regiment, N. G. S. N. Y. held their winter athletic games in their armory on Saturday night. A two-mile bicycle race was on the card, and developed itself into a contest between the cracks of the Harlem Wheelmen, as out of six starters, five were from that organization. Owing to the fact that the track is an ill-shaped one, and twelve laps to the mile, the race was run in trial heats. E. I. Halstead captured his heat in 6.32 1-5, and J. W. Powers the next one in 6.35 4-5. In the finals, Halstead, with 75 yards on Powers, won in 6.23 4-5. The time is very good, track considered.

THERE'S great jubilation here, and I suppose an equal amount of chagrin in Boston, over our capture of the great, the only Kennedy-Child as a citizen, but then, of course, you can't keep it; you see when we New Yorkers want anything, we want it badly, and when we bid for possession no one can expect to compete with us, so, when we went after Kennedy-Child, we got him. I understand that the gentleman has secured a patent that he confidently expects will prove a "corker" in its "drawing" possibilities, and I am sure that Kennedy-Child's many friends will all join me in wishing him every success in his new departure.

I HAVE frequently had occasion to note in this column the miserable condition of the streets, and the evident intention on the part of every one in authority to do all in their power, seemingly, to make them worse. Matters have now come to such a pass that many of the streets are absolutely impassable, and either the road bed must be repaired and improved, or the property owners in these localities are virtually in a state of siege. A committee from the Chamber of Commerce, in view of these facts, called upon the Mayor last week, and urged prompt attention and remedy of the existing outrages in repairing and paving streets. The Mayor in reply advised that permission be got from the Legislature to expend \$5,000,000 for new and improved paving, so, maybe the contractors who get the job, may conclude not to steal the whole amount, and we may yet see some pavements in New York that will admit of one's riding them, without first training for a steeple-chase jockey.

THE horsemen, envious of the wheelmen's success in securing their passage through Central Park, are now contemplating having a road built in an air line through the entire park, to be known as the "Speeding Drive," on which only horsemen owning fast trotters will be allowed. To this end they have formed an association under the presidency of Lawson N. Fuller, to promulgate their doctrine of

equine exclusiveness. Just think what a howl would go up throughout the city, should the wheelmen ever have the nerve to demand a racing path to be constructed in the park for their sole use, but when horsemen ask for the same thing, look how differently the proposition is considered. Suppose these horsemen succeed, I wonder what will be the result when the riders of the wheel attempt to use the road, as most assuredly we will. Think you they will be able to keep us off in the face of the Liberty Bill, providing we maintain it free with alteration or repeal until then?

## NEW JERSEY NOTES.

## "RATCHET."

It is evident that the feeling created by the failure of the L. A. W. officers to confirm John A. Wells is not confined to Pennsylvania, as I am informed that a large number of our South Jersey cyclers feel keenly what they term the "insult" to Mr. Wells. That there was more in the nomination of this gentleman than appeared on the surface would be inferred from the remarks of lots of my fellow Jerseymen.

THE Trenton Bicycle Club opened its new house with a supper.

IN the very near future Grant Bell will be found at the bench in the bicycle factory at Smithville.

ROLLER skating is getting a boom at the Empire Rink in South Orange. On Saturday nights the manager arranges mile races, sack races, greenhorn races, and other interesting features.

MESSRS. WELLS, Rodman, and Siminon, of the Orange Wanderers, are active members of the Orange Athletic Club's howling team. Aug. F. Bellinger, of the Elizabeth Wheelmen, is one of the crack howlers of the Elizabeth Athletic Club's team.

ORATON HALL is filled to overflowing on each Monday, Wednesday and Saturday evenings, by people who are fairly in love with the wonderful fancy riding of Fred Coningsby. The exhibitions are well worth seeing, and are far above anything previously given in Newark.

"SHORTY, the scorcher" (Star riders preferred), of the New Jersey Wheelmen, has cyclometerated (is not that horrible?) 3,650 from 1 January to 8 December. This was done on his Expert, but had he tallied the miles covered on tandem and single trikes, his aggregate would come close to 4,000 miles.

CYCLING is about done, and wheels laid aside and put in hand for repairs, and speaking of repairing calls to mind the case of a cycling friend who had a crank key work loose while riding through Milburn last summer, and would you believe it—the local blacksmith charged him but 85 cents for setting it to rights.

ED. ELDRIDGE and W. Gubleman, of the Hudson County Wheelmen, have each covered over 2000 miles for the eleven months ending 30 November. Theo. Merseles and Dr. Benedict each has over 1500 miles to his credit. Ed. Eldridge will make an attempt to capture the first of the new mileage medals. Let 'er go, Eddie!

AT the December meeting of the Hudson County Wheelmen the room was filled and everybody was in good spirits over the successful termination of the Kluge protest case. The club presented a vote of thanks to Dr. E. W. Johnson for his able handling of the case. It was unanimously voted to present a mileage medal to every member who succeeds in riding 1000 mile on the road next year.

MR. KING, of the King Wheel Company, was in town during the past week. The machinery and parts belonging to the company are stored in Oraton Hall, but the company expects to have an understanding as to where their machines are to be made this week, and will then remove their materials. Mr. Coningsby, formerly of Philadelphia, has associated himself with the company, and is located at the Jersey City office.

U SHOULD have seen—Ed Collins go "over the handle bars" and essay the painfully difficult feat of sliding across the floor of Oraton Hall on one elbow. Fred Coningsby make a clean vault into the saddle of a sixty-inch crank. A countryman wanted to know "whar in blazes that little kuss kerries all his spring?" The novice who thought he "knew it all," got all broke up before he decided to accept advice. The "confidential Secretary to the Spanish Consul" acting in the menial capacity of teacher to the aforesaid novice.

CHARLEY KLUGE intends to have a "go" at the best men on the track next season, and will keep up his training steadily during the winter in order to be in the pink of condition when the first tape is stretched. I understand that A. B. Rich will be his particular game, but when he gets through with the easy task of defeating "Quilly," he will doubtless show the Washington flyer what he can

do on a spurt: I don't believe there is an amateur (and very few professionals) in the country who can defeat Kluge at from one to twenty-five miles.

I WOULD respectfully call the attention of Mr. Ducker to a misstatement in his letter in last week's *WORLD*. The New Jersey Cycling and Athletic Association is still in possession of the Roseville track, and consequently he has no right to say "Roseville loses \$10,000." I heartily agree with Mr. D. in saying that the League should give up all connection with racing, and also hope he will be successful in killing the amateur rule, but don't like to see him trying to convince the public at large that all the cycling tracks in the country have become things of the past, simply because Buffalo intends to build one. Oh, no! The Roseville track is here, and if the "Senator" brings over his European flyers, they'll come here; do you hear? [We do.—Ed.]

"GENTLEMAN JOHN."

AT LARGE.

THEY may say what they please about a "St. Louis Rambler from away back," but I wish their species was on the increase, and that the "cad element" would only let our sport alone. I must say that there is an element fast increasing in this country, as well as in Britain, that compares very badly with the lads who backed the wheel while it was still in comparative toddling infancy. There are too few Percy Furnivals and Cola Stones to go round to put the sport where it once was, and to keep it where it belongs. Those cheap riders form a large portion of the class referred to.

THEY join some cycling organization that has an organized (?) hotel system, and they work their badge and their organization and their cheek for all that they are worth. They howl for cut rates, and discount, and percentage. They spring their badge upon hotel proprietors and the like; and then a man who has reason to believe that he is respectable, comes along to a hotel that has been invaded at some previous time by a horde of howling—wheelmen (?) (certainly, as they ride a wheel, but gentlemen? never), and the respectable wheelman wonders why he has the cold shoulder turned upon him, and why he is taken to a small room in the upper and rear of the house, a room that, perchance, faces the stables. He, poor, decent man, is not to blame. The cut-rate cads are solely responsible. I think it is high time to do away with cut rates at hotels. Let us have the best hotel in town, by all means. Gentlemen are always prepared to pay their bills; let us do the same. Why should the hotel proprietors be asked to give wheelmen the same accommodations, at the same time charging them less than their tariff, the payment of which they rigorously enforce upon the general public? The best way to free us from the atmosphere of "cheapness," which the cut-rate hotel system of the L. A. W. and C. T. C. is partly responsible for, would be to stipulate for full rates and consequently full accommodations.

A MAN, who was desirous of being decently treated, would not then, perhaps, be compelled to avoid a cheap C. T. C. or L. A. W. hotel, as he would the plague. If I am wrong, I trust the whole army of critics will arise to correct me. My address will be care of the *C. T. C. Gazette*, 139, 140 Fleet street, London, E. C., England. I should be pleased to receive the opinions of all who are interested in the subject. I shall edit these opinions (if they cover the point, and are tersely put), and shall send them to the *BICYCLING WORLD* for publication, crediting the same to the various writers. Gentlemen, don't all speak at once.

WHAT has become of John H. Pothill of Macon, Ga., also Wm. Brantley? I never see their names in connection with a race meeting now. Have they left the track for good? Or have they re-nestled down as pure amateurs?

MINNEAPOLIS wheelmen should feel proud of Mr. L. B. Graves. He has been an untiring L. A. W. and C. T. C. worker, and the wheelman that goes to Louis for help or information, has never got cause to regret it. Although Mr. Graves leads a very busy life, he still finds time to devote to the interests of the sport.

I HOPE that the New Orleans correspondent, R. G. B., will write longer letters to the *BICYCLING WORLD*. *Writchie* can *wright* long and *wreadable* letters when he *trighs*, and I hope he'll trigh. New Orleans could not be represented by a better paper or correspondent than by Mr. R. G. B. of the *BICYCLING WORLD*. I hope to see some of these boys after I return from the "Continent" in the spring.

It is evident that the six-day race in London, in which Howell and Woodside rode against cowboys, was a race either for "weal or woe." The "whoas" beat the "wheels" by about two miles. I think, however, that if some of the long-distance men had been running against the "bull whackers," instead of "sprinters," that the

verdict of the crowd would be, Wheel done, good and faithful cowboys. The fleet-footed bronchos of the lower Rio Grande or the Rosebud agency, are no match for good ball-bearings. Enter thou now into the nearest saloon and irrigate thy inmost disappointed and sore surprised soul, yea verily. I feel convinced, too, that on a larger track the cowboys would have stood no earthly show.

THIS bleak Northwest is as yet a — poor place for a man who has too much of the artistic element in his composition. The popular taste in the direction of home decorations still lies with the cheap Dutch chromo, and the colored picture text card, with "God Bless our Home" in a green and gold background, and an infant in a cradle in the centre. The Northwest does not think over-production is possible. With music it is much the same. Play the gems of Mozart and Beethoven, and the average citizen of the Northwest will drop off to sleep, but play the "Patrol Comique" and the Mayor and city fathers are upon their feet at once, clamoring for an encore.

WHAT would the wheel world do without Kennedy-Child? Where could it get another man so bland, so good-natured, such a gentleman, and yet so *blase* withal? Where could the cycling scribe get a man upon whom he could foist or perpetrate his contemptible little alleged jokelets? Where? I know not. There is nothing in the heavens, nor in the earth, nor in the water which is under the earth, that bears one jot or tittle of resemblance to the "Child" par excellence, our compound proper noun, our citizen of the United States, and of old England, first and foremost at Boston or Coventry. Kennedy has the instincts of an old Rugby boy. At home in the Transvaal or in the Deccan, and always at ease whether in New Orleans, San Francisco, or in the city of beans and culture. When every other "Wild Earthman" is atop of the table, crying "let her go," or is under the table giving a last faint "whoo-oo-e," Kennedy is standing with his thumbs stuck in the arm-holes of his low-cut dress vest, addressing either the citizens of Boston or London (he doesn't care which). I'm awful sorry his trike busted ('skuse the phrase), there is no tellin' whar the record mought have been put. Next time you ride, Kennedy, put her thar, whar she'll stay, and when you next go forth to ride, may I be there to see.

PITTSBURG and VICINITY.

"DUQUESNE."

You would smile were you to read "Wanderings on Wheel and on Foot," by Callan. In describing Austrian roads, he says: "What makes the Austrians keep gutters crossing their highways in great big ridges on every hill? Surely they could find some easier and safer method of draining hills than this absurd and ugly practice. \* \* \* At the top of one fearful hill I hesitated whether to dismount or risk the descent. Recurring every twenty yards was one of those confounded ridges, higher than usual, because the hill was exceptionally steep, and more water ran down it, requiring bigger gutters—I call them gutters for want of a better name." This description is quite lengthy, and it would amuse you to read it. It tells how he bounded "some inches clear of the ground." Now I envy him; he doesn't know the difference between a gutter and a breaker, or, as the effete Bostonians would say, a "thank ye marm." If Mr. Callan could see our boys doing the National pike, and scorching a little as we went, he would open his eyes as wheel after wheel leaping breaker after breaker, and touching ground twenty feet away [Oh! Oh!!—Ed.] would, with increased velocity, take the next with a still wilder leap, and repeat until we reach the bottom of the grade, maybe only an eighth of a mile long, and maybe a full mile; and when 'tis over we heave a sigh of regret, as we reluctantly pnt our feet on the pedals, and wish we could do it some more.

THE Sewickley Valley Wheelmen have issued invitations to a "Smoker," which will be held Saturday, Dec. 17.

"HELD by the Enemy" seems to be catching the wheelmen on both sides of the Atlantic, Gillette being the cyclists' friend here, and Professor Jimmy draws the crowd on the other side.

THE Wells fight will not down, and unless he gains his point there will be a heavy falling off in the Pennsylvania Division, L. A. W. membership. If his constituents are satisfied with him, out-siders should be.

BIDWELL scooped the Keystones' road records in great style. He had a walk-over for "greatest distance for the year," also for "greatest number of riding days," and a 1000-mile badge also falls to his credit. Stiefel and McGowin also win 1000-mile badges; Swartzwelder takes the "longest distance in a day," and Smythe gets a medal, but I'll be blessed if I can remember what he gets it for.

"KEYSTONE" in the *Wheel* (Pittsburg Notes) says: "And soon

the festive toboggan will be spinning its occupants over much space, and the shivering wheelman will grow coloric from coasting unshod over frigid snow or ice." After reading the above, it strikes me that he could answer *Carey's* question:

"Aldeborontiphoscophornio!  
Where left you Chrononhotonthologos?"

*Chronon. Act 1, Sec. 1.*

HAMILTON Y. CASTNER is the name of a young man, who is said to have invented a process by which sodium can be manufactured at fifteen per cent. of its present cost. This means a corresponding reduction in the price of aluminium. "A few days ago he returned from England with the first instalment of the payment of \$500,000 for his patents in Great Britain alone." "Nature has distributed aluminium with a lavish hand, common clay consisting of a high percentage of it. Now for full roadster bikes weighing from twelve to sixteen pounds" Pull the bell!

THE season of 1887 is now a thing of the past as far as centuries are concerned, and a list of centurians, if complete now, will remain so for six months to come. I believe that Allerton made the first 100-mile ride ever made by a resident of Western Pennsylvania. His was made early in 1886 in England, on a tricycle. Lee made his shortly after in the Shenandoah valley, from Harrisonburg to Harpers Ferry; then Murray rode from Silver Creek to Ashtabula, and claimed a century for it; these three were the only centurians in 1886. Fields, of Greenville, opened the ball in 1887, by riding from Girard to Buffalo; this was, I think, on Decoration Day. Then Critchlow and Swartzwelder made the same run together; then Lenz rode out the plank to New Castle and return, which is the best performance of them all; A. C. Banker and Dippold then went to the "Lake Shore" and got in a hundred; then Craig and Bell, of Beaver Falls, did the same; then W. D. Banker made his century; and the curtain drops on 1887. May there be many names to be enrolled in 1888.

## MUSING ON THE WHEEL.

BY "KAY BEE."

WHILE riding through the country around Ann Arbor, Mich., last summer, I was surprised and pleased to see the number of orchards scattered everywhere, and the noticeable absence of bull dogs; it occurred to me that here was the true explanation of the great number of riders in the University of Michigan and its consequent general prosperity. Now that the manufacturers are to give up their racing teams—if rumor is to be believed—would it not be a good scheme for them to devote their surplus cash to setting out fruit trees about five miles from the larger towns? No one can doubt that the number of riders would be greatly increased. Again, the League might pay part of the expense, and only allow League members to enjoy the resultant fruits. This suggestion is advanced as a companion to the "Owl's" great "weight handicap" scheme.

THE "Owl" says the reason tricycling is not more popular with women is because they have an "idiotic idea" that the proprieties are outraged unless they ride side-saddles. My humble opinion is that a more utterly "idiotic idea" than this explanation of his could not be found.

I WAS talking lately with a young lady who is strongly in favor of physical exercise for girls, who rows, swims, skates and plays tennis well, and she objected to tricycling on the ground that "they look so green." This is undoubtedly one, and a good reason, for its unpopularity.

ABOUT one-tenth of the ladies who ride, ride well. The other nine-tenths have too long cranks, bustles, too short a reach or the saddle not placed over the pedals, and sit incorrectly. Of course, for racing or hill climbing long cranks are an advantage, but for our bi-skirted sisters, short cranks are so immeasurably more graceful that they are to be preferred always. Quick pedalling is also ungraceful, except with very skillful riders, and in tandems intended for a gentleman and lady. I should think the plan of a certain English rider admirable, viz., to have a very high gearing for the lady in order that her motion might be slow.

Now that Ducker has resuscitated the amateur question let me give my "true solution." Let amateurs and professionals race together in classes, the former getting cups and the latter money prizes. Then let the amateur rule be enforced as rigidly as a true tangent spoke, and we shall have all the benefits of a strict amateur law, and class racing at the same time. Furthermore, let professionals be admitted to the League; let the League take jurisdiction over professional racing, and let both the amateur and professional be suspended for any unbecoming practices.

## RECORD OF

## THE WEEK.

Now that the cycling quill drivers have settled down that a certain well-known wheelman is to remain in single blessedness, and consequently a much excited public once more breathes free, these same scribes have turned to the all absorbing topic as to whether Geo. D. Gideon has forsown cycling in all its phases. It is, we are happy to say, being rapidly decided that Mr. Gideon has *not* abandoned the wheel. We have no doubt but that the gentleman has drawn a long sigh of relief at the happy conclusion that we of the press have arrived at. It would have been a great disappointment had the opposite decision been reached, and he had discovered that he really *had* given up riding. As the discussion of private welfare and affairs of well-known wheelmen seems to be in order, we will start the ball rolling in another direction, and boldly state that Mr. H. E. Ducker is dead. We calmly await the denial.

THE Philadelphia Club will continue to be a League Club.

NEW ORLEANS wheelmen have a lantern parade Mardi Gras night next spring.

THE Cycle Club of St. Louis, Mo., are now settled in their new quarters at the Natatorium.

It is rumored that Brookline will have a tricycle club, the members of which will be entirely of the gentle sex.

THE Pacific coast record for the half and one mile is 1.27 3-4 and 3.01, respectively. The present holder is W. G. Davis.

A. H. ROBSON, a bicycle dealer of Salem, Mass., suffered from a fire in his store the other day. Not much damage, only \$100.

PHILADELPHIA will be the first city to be regaled with a rowing tricycle tournament. Christmas week will be the time, and the elite skating rink the *venue*.

MR. McCUNE, President of the Springfield Bicycle Co., left town for the West last Monday. He goes to Minneapolis, St. Louis and Chicago, to perfect arrangements for the coming season in those localities.

AN exchange tells us that there are three kinds of sheol—literal, good old-fashioned hell—fire, mental torment, and the (cycling) newspaper business. The same paper heads its clippings "worthy of our steal."

THE Springfield Bicycle Club gave its first sociable for the season last night. The programme consisted of vocal and instrumental music, after which dancing and the usual accompaniment of refreshments was the order of the evening.

ANY lady cyclist who desires to make to any other cyclist (or *vice versa*) the most suitable Christmas present which so small an expenditure can possibly bring, should send \$1.25 to this office and receive post free by return mail, a copy of "MY CYCLING LOG BOOK."

WE wonder how many more fellows there are like this one that the *Item* speaks of: "A member of the Century Wheelmen, Philadelphia, who has run up an astonishing mileage for the year, has just discovered that he has been riding with a fifty-four-inch cyclo-meter on a fifty-inch wheel."

Wheeling records the following conversation: "Did you ever break a record?" asked a stranger of a wheeling novice. "No," responded the novice, "but I broke my arm last year, my watch a week ago, my machine twice in a month, and last week I nearly broke my neck. I may break a record yet!!"

THE annual ball of the Roxbury Bicycle Club will take place at Oriental Hall, 2152 Washington street, on the evening of January 18. The club intends to make this party a gathering of representative cyclists, and will endeavor to have present prominent members of every club in the vicinity of Boston and the leading cyclists of the State.

MR. BASSETT notices that we "go for" Mr. Hillier, and he asks if we do not do him slight injustice, as some of the objectionable articles never meet Mr. Hillier's eye until they are in print. This is a very weak defence, but it is the best that can be given. We have nothing to do with Mr. Hillier's subs, all we want to know is that his name heads the paper as editor, and the writings of his underlings are, for the nonce, his. He must be responsible for them.

THE *Cyclist* is always in the field to do good work. Having brought its life-boat scheme to a most glorious consummation, it now proposes to take a hand in raising money for a proposed testimonial to Robert Todd ("King Todd"), late Secretary of the N. C. U. The *Cyclist* says: \* \* \* "During the five years which Mr. Todd has devoted to his labor of love, the time sacrificed by him in

# COVENTRY MACHINISTS' CO., LIMITED.

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On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, **BEATING THE EXISTING RECORD FOR 10 MILES BY**

## One Minute 56 $\frac{2}{5}$ Seconds.

Covering the whole distance in

## 72 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

MACHINE RIDDEN WAS A

## “MARLBORO’ \* CLUB” \* TANDEM.

Timekeeper: G. H. Illston, Official Timekeeper to the N. C. U.

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239 COLUMBUS AVENUE

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BOSTON, MASS.

# Our Little Flyer,

STILLMAN G. WHITTAKER, has closed the season for us with the most wonderful performance ever recorded by the wheel press, making in the 24 hours, on an ordinary

## 51-INCH LIGHT CHAMPION,

Taken out of stock and weighing 40 pounds, the phenomenal distance of

# 323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write to any cycling editor to become himself convinced.

The American Cycles are road machines, and are strong enough for the toughest American roads.

## They Hold Every American Road Record from 10 Miles Up to 24 Hours,

Hence it would seem that they ran even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

## OH, BUT THE BEARINGS DO TELL, SURE ENOUGH.

And that little track trial of Dingley's at Lynn on a 36-pound Champion still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth: "It was a wonderful record."

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*If you wish to purchase the best and easiest running road machines in the world, correspond with*

# Gormully & Jeffery Mfg. Co.,

## CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

the cause of cycling must have been simply enormous, as any one who knows anything of the Union work will readily understand. This, too, is emphasized by the fact that no one could be found to take up in an honorary capacity the work which Mr. Todd has laid down. As a rule we are not favorably disposed toward testimonials, as in very many instances they are presented when there is but slight occasion for their award, and often to individuals who have done little or nothing to deserve them. The case of Mr. Todd, however, is of quite an opposite character. Few persons could be found more deserving of public recognition for services rendered in a good cause than he to whom the Council of the N. C. U. is so greatly indebted for advice and aid during the past five years."

JOHN A. WELLS, in the *Post-Dispatch*, challenges Greenwood to a hill-climbing contest, as follows: "Although my record on Eagle Rock Hill is far ahead of Greenwood's, to settle the matter I hereby challenge him to a contest on this hill, to consist of two trials, in one of which we shall both ride Stars, and in the other both to ride crank machines, the contest to take place some time in the year 1888." In reply to this, Greenwood says: "Now, as to the challenges, Mr. Wells wants me to race both on a crank and a Star. He ought to know that I have not ridden a crank for years, and am exclusively a Star rider. But I will ride a Star and beat him, letting him ride both a Star and a crank. I don't propose, however, to let the contest be decided on a hill on which Mr. Wells has been practicing steadily. I want to see it made a series. I'll go to Eagle Rock if Mr. Wells will come West and try one of the De Soto hills named, or Crank Hill at Clarksville, the result of the series to govern the decision as to who wins. Let the place of the first climb be decided by lot. Further, to make this thing even, I will pay Mr. Wells' fare out here and back, if he will do the same for me on my Eastern trip. To show whether I mean business or not, let me say that I want this contest to be for a \$100 gold medal, and that to-day Mr. E. N. Beach, of the Meacham Arms Company, holds the \$100 to cover the medal. I hope this reply will be satisfactory to Mr. Wells."

An effort is being made to have the government return to the issuance of fractional currency. The effort is being made through the agency of an association bearing the name of the "United States Postal Improvement Association," with headquarters at Springfield, Mass. This association aims to secure from Congress: 1, a reduction in the postage on seeds, plants, bulbs, and cions; 2, a reissue of fractional paper currency for use in the mails; 3, abolition of the inconvenient and unsafe postal note; 4, postal money orders for five dollars or less for a three-cent fee; 5, to secure the repeal of the postal laws in reference to permissible printing on wrappers of fourth-class matter. The officers are—President, William Penn Nixon, Chicago, Ill.; Secretary, Herbert Myrick, Springfield, Mass.; Treasurer, James Vick, Rochester, N. Y. There is continually an increasing evidence that the people desire the re-issue of fractional currency. At present, a large majority of our citizens are hindered in making remittances in sums less than \$1, very much to their discomfort and dissatisfaction. Either postage stamps or postal notes must be used. In most cases, distance from the nearest money-order post-office renders it difficult to secure the postal note, while postage stamps are not intended as a circulating medium, and are not negotiable. Moreover, postal notes, being issued at only about 14 per cent. of the post-offices in the country, are difficult to obtain. They are no safer than a fractional currency bill, while those who have experienced the delay necessary in our large towns and cities to secure one of these notes, as well as to collect the payment on it, will be in sympathy with the present movement to secure from Congress an early re-issue of fractional currency.

THEY have got a profane dog out Stoneham (Mass.) way that says "damn it" with all the fervor of a real good Christian. This educated and highly civilized canine began life with the ordinary bark attachment of his species. But as time went on, and when in his innocent puppyish days he used to frolic out into the road and pay his regards to the passing cyclist he noticed that the two-legged freak (to his uneducated eyes they were "freaks") has a very much more satisfactory way of expressing his displeasure than by the means of a monotonous doggy bark. His poor canine brain was, however, somewhat in chaos at the variety of the excited cyclists' vocabulary, but at last one day feeling particularly giddy and frivolous, and having caused the demoralization and downfall of a very nervous, hard swearing cyclist, he noticed the peculiar vim with which the cyclist articulated the two words "D—n it," as he struck Mother Earth with the usual dull, sickening thud. Our doggy friend was tickled with the sound of the words, and as they seemed to agree with his canine vocal organs he retired to his study behind the chicken coop, and there practiced his first lesson in polite language. He can now go out into the road and swear any cyclist that comes along out of his saddle. At present his vocabulary is limited to this cuss word, but he hopes by application and study to be able

to acquire a complete mastery over all the swear words of the English language. As he is a studious pup, of the breed known as Scotch terrier, and hails from New Brunswick, we have great hopes that he will attain his high ambition. We were assured that this dog exists, but to set the matter at rest we sent a commission consisting of Mr. London W. and Samuel Smug, Esq., to investigate. London W. acted as the decoy, and got the dog out on the road, swearing like mad, while the great Dog Slayer Smug lay behind the fence and took down in short hand all that the dog said. So there is no doubt about it. By the way, the dog is named "Carl," and is owned by W. C. Holdsworth, of Stoneham, a dealer in confections and lollypops.

WE raise the following item from an exchange, and have taken liberties with it to fit the exigencies of what we imagine our late lamented Captain Whitney may encounter down New Mexico way: "A dapper, spruce-looking young cyclist, with the gloss engendered by high culture, and the festive bean of the Hub, rode up to a cabin and country store combined, not 1000 miles from Albuquerque, N. M., and inquired of the ten-year-old boy who seemed to be in full charge, and who was the only person in sight, whether his mother was at home.

"Naw; she's took our old rooster and gone to match it agin one Nance Sims has been blowin' about. I'll bet our old rooster'll lick ev'ry time."

"Got any sisters?"

"Yes, two on 'em; Sary's gone to see the Yaller jacket Ball Club play agin the Bow Legs from Pole Cat Holler, and Liz has gone ten miles afoot to the hoss race down to Pillville."

"Got any brothers?"

"Yes, Bill and Sid. But they're gone to a hard-glove slugging match over to Bud Hixon's cabin."

"And are you alone, eh?"

"No; gran'dad an' gran'ma'am are in the back room playing euchre for the hard cider."

"Business is pretty dull to-day, isn't it?"

"Yes; dad said I might shut up shop this afternoon and go down to Bob Agger's house and see him match a big gray rat he's got, agin one Hi Jenkins owns; and I've got fifteen cents to put up on Hi's rat. I tell you it's a dandy."

And then our dear Captain watched the promising kid of sight, and pondered whether life was worth the living in the wild, free West, after all.

"*Outing*" for December is very bright, crisp and refreshing. Poultney, Bigelow, et al, seem to forget one thing, however. They do not do the wheelmen of America justice; I mean by this, that their subscribers are, in very large measure, wheelmen, who first subscribed because of the space given to Tom Stevens, when engaged in his remarkable ride across the continent, and subsequently round the world. Now, wheelmen are like (or, at least, have certain resemblance to) the devotees of other sporting crafts and pastimes. 'They are clannish' (as says a certain writer), 'and will scratch the backs of those people who scratch theirs.' Now I think (in my own characteristic weak way) that *Outing* is neglecting wheel matters not a little. I should like to see the paper have a larger run among wheelmen than it now has. To do this, means giving those wheelmen who are capable of writing a readable (nay, more, a learned) letter upon wheel matters; 'The Prospect of the Wheel,' 'The Road System of America,' artistic accounts of trips or tours in countries or sections where there is a chance for some bright, descriptive work (the public cares but little for mileage or grade statistics), would increase the circulation one half (at least) among the wheelmen of America. When one remembers the fact that there are between 11,000 and 12,000 League of American Wheelmen members in the United States (not to speak of the 50,000 riders who belong to no organization, save local clubs) when one thinks of them, and of the 25,000 Cyclist's Touring Club members, all over the world (but for the most part in England) one sees (or thinks he sees), that were more space devoted to cyclists, with the aid of a man well and favorably known among the wheel fraternity, a large and paying wheel patronage could, with comparatively little effort, be worked up. I am in love with *Outing*. The magazine is one which should be in every home where there are boys and girls, who, without the assistance of a spirit of love for the sea, the forest, or the gymnasium, might grow up mental pigmies, with shrunken and undeveloped limbs and round shoulders. I wish to see *Outing* to the front and wish it great success."—"Gentleman John" in *Minneapolis Tribune*.

ANY lady cyclist who desires to make to any other cyclist (or vice versa) the most suitable Christmas present which so small an expenditure can possibly bring, should send \$1.25 to this office and receive post free by return mail, a copy of "MY CYCLING LOG BOOK."

## WHERE THERE'S A WILL THERE'S A WAY.

(From Outing.)



THE MAKER AND THE MACHINE.

"WHERE there's a will there's a way," is an old well-worn proverb, but I never realized the true force of the saying so much as when I came across the young hero of this little sketch, leaning on his rude, self-made wheel, and standing among a group of gaily-dressed wheelmen, with their shining steeds of steel by their sides, gathered to witness the great road race at Clarksville, Mo.

The lad was a fine, well-built, sturdy specimen of a backwoods farmer boy, bronzed by the hot sun, and with muscles hardened by many a long day's haying and logging at his prairie home. The wheel on which he lazily leaned beggars description, and was the sorriest aid to locomotion that I had ever laid eyes on; in fact, I should say walking, no matter what the distance, would have been infinitely preferable to riding on so grotesque a machine. He told me proudly that every bit of it was of his own manufacture, and had been knocked together from such materials as he found lying about the farm. The backbone was of rough cordwood, which had been shaped with no other implements than a saw, a common hatchet and the boy's jack-knife. The rim was an old iron tire of a common wagon wheel, and for a rubber tire he had used barrel hoops. The spokes were clinched with nails driven through the iron rim. The pedals were sections of cordwood cut with an axe. The handle was another piece of a wagon wheel. The boy had, in fact, made it on purpose that he might attend this road race, and had that morning ridden into town with it, a distance of twelve miles, over a rough wagon track. I had the pleasure of offering him a spin on my own tricycle, and you should have seen the gleam of joy and satisfaction on his countenance as he mounted, with many earnest protestations of gratitude for so great a favor. As he returned me the wheel, the true cyclist's fire burned in his bright blue eye, and he assured me that all his earnings should be faithfully laid by until he could substitute a wheel such as mine for his present ungainly makeshift."

## "THE FUTURE OF THE ORDINARY."

We imagine if the ordinary only had the power of speech, it would cry out with a loud voice, "deliver me from my friends," and if the late comer, the rear-driving safety, were capable of thought, it would cogitate on the tempest in a teapot its advent had stirred up in the cycling world. We can remember just such another "bobbery" among riders, when the tricycle first came into prominent notice, and at that time we well recollect the acrimonious discussion that arose between the champions of the narrow-gauge vehicle, and the three-wheeler; some of the advocates of the improved tricycle going so far as to assert that none but cads and common people would be seen riding a bicycle. All this discussion was very amusing and intensely absurd in the eyes of the moderate thinker, who could see that all men, all conditions and tastes were not, and should not be alike. The writer is not a lover of the ordinary, because of certain satisfactory and reasonable personal motives, but he cannot, with decency, aver that all men who do not think as he does are cads and asses.

The English papers, during the past few months, have been filled

with bitter discussion as to the relative merits of the ordinary and the rear-driving safety. It all started in a very gentle manner by a champion of the safety type assuring us that the ordinary was doomed, that it would soon be relegated to the place where all obsolete machines go, and that the machine of the future was the new safety. These are not supposed to be the words used, but they give the idea to be conveyed, in a nutshell. True, the stand thus taken was a radical one, and the pugnaciously inclined, who would have none of the "little nasty dwarfs," jumped into the breach and showed fight at once.

Then the music began, and Mr. A., who first started the ball a-rolling, was joined by Mr. B., then Mr. C. chipped in and took the side of the "ordinaries." Soon all England was divided into supporters of the two different factions, and the war waxed very warm indeed. There was one point in the argument that the "dwarfs" have in their favor, and that is, the majority had arrived at their conclusions by experience with both types of wheels, while a good many (not all) of the "ordinaries" based their conclusions on mere prejudice or theory. A great many of these objected to the looks, and waxed eloquent on the absurd appearance a full-grown man made on one of the new-fangled machines, while some others had tried them, and in their estimation they were "found wanting." Now, all this fuss is all very pretty, and we suppose we must accept it as one of the live issues of the day, but we fail to see why the "ordinaries" should object to the "dwarfs" riding the rear drivers if they want to. Both types of machines possess fine qualities not found in the other; as to speed, the ordinary at present holds the lead, but it is an open question in regard to this point until the rear driver is presented to us as a perfected machine. As to safety and comparative freedom from vibration, the safety must stand foremost; especially is this true of those machines fitted with some "anti-vibration" device on the front forks. If beauty and grace be the *Alpha* and *Omega* of the cyclist, then he must stick to the ordinary, as it is, no doubt, pre-eminently the handsomer machine.

Again the element of safety is rather distasteful to a good many riders, that prefer to run some risk, as it gives zest to the sport for them; to such the ordinary must ever be preferable. For the writer's part, the element of safety was not a factor in the choice he made in dropping the high wheel for the trike and the safety, as he had ridden the ordinary some four seasons, night and day, covering thousands of miles, and never met with a bad header in all his experience. Still, he must confess to a feeling of much greater security when on the three-wheeler, or dwarf, and he assuredly finds either of these two much more comfortable. The chief faults of the present form of the safety, are the erratic steering and the wonderful capacity it has for covering the rider with the dust and mud. The former is a serious fault; however, we have no doubt but that the perfect machine will, to a certain extent, obviate this defect. As to the dirt-depositing qualities, while an objection, it is not a vital one, providing a man is not too lazy to avail himself of relief afforded by soap, water, and brushes.

To sum up: The ordinary has a future, and will never be an obsolete pattern, it has far too many splendid qualities for that; on the other hand, the rear-driving safety has come to stay, and while it is bound to run the old timer close for honors on the road, it can never hope to crowd it entirely out.

Finally, let every man use his own judgement as to the type he prefers to ride, without running the risk of being abused or chafed for his choice. We are not all alike (thank heaven) in our make-up, and while we may good naturedly laugh at the ridiculous figure Jones cuts on a dwarf, or smile at the bruises Smith incurred while riding an ordinary, let us be broad and liberal enough in our views to allow every man to select according to his taste.

## DINGLEY AMONG THE IN-DOOR RECORDS.

We are in receipt of a brief telegram advising us that Frank Dingley, of the Gormully & Jeffery team, has been among the in-door records at the Washington Rink, Minneapolis, Minn. The telegram states that he takes every in-door record from 100 miles up to 351 1-2 miles, which distance he did in 24 hours. We expect full particulars by an early mail, and will publish same.

## IN RE THE LITIGATION.

We append below copy of telegram sent to us by the Pope Mfg. Co., signed by their attorney, Mr. Charles E. Pratt, requesting us to print same:

"CHICAGO, Dec. 14, 1887.

Pope Mfg. Co., Boston, Mass.:—On motion of Gormully & Jeffery, cases are postponed for hearing until January 26.

(Signed) CHARLES E. PRATT."

The Chelsea Club held their annual party at Grand Army Hall, Chelsea, Wednesday night. Over a hundred couples were present.

## BICYCLES AND TRICYCLES.

(From Road and Roadside.)

WITHIN the past few years a new species of vehicle has appeared upon the highways of the world. Among the marvellous inventions of the nineteenth century, the vehicle of the road has shared in the improvements which have everywhere measured the progress of mankind in mechanical ingenuity and scientific attainments. Good roads are always evidences of high civilization; and with good roads we may always look for convenient and artistic methods of travel. The noble horse has been used for travel since the dawn of human history; and, like man, his physical and mental capacity is probably no greater now than three thousand years ago. But everything else used for travel has been wonderfully improved since Joseph rode in Pharaoh's wagons. But of all the carriages ever used for the conveyance of persons along the ordinary highways, the modern bicycle and tricycle may easily claim the first place for lightness of weight, facility of management, and perfection of mechanism. The bicycle is verily something new under the sun. It was never among the lost arts. It weighs from twenty to sixty pounds, and costs from fifty to one hundred and fifty dollars. It depends upon the motion for its balance. It will not stand upright for a single moment at rest, but when kept rolling it maintains a perfect equilibrium. It is, according to Justice Mellor's idea, a compound of man and wheels—a kind of centaur. When it passes a foot or carriage passenger at night, it flits by as noiselessly as a ghostly traveller, as swiftly as a winged chariot of fire. As its spins around the world, should the law of gravitation become relaxed sufficiently to let it move off into space, we should expect it to travel on in a majestic manner among the planets and the stars.

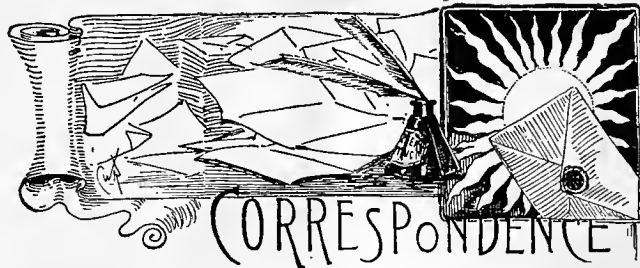
Besides being a convenient and cheap mode of travel, the use of the bicycle, swing-bicycle, tricycle, and tandem-tricycle is highly beneficial to the public in other respects. It will have a tendency to cause the public roads to be kept in suitable condition for carriage travel. Every rider of one of these vehicles will learn by experience the superiority of a smooth and hard road over a rough and sandy one, and of a well-graded road over a steep-graded one; and, consequently, he will use his influence for the improvement of the highways both for himself and for the horses and carriages of other persons. And, moreover, it will improve the health and physical endurance of many fragile persons, and be promotive of physical culture generally. It is an economic method of travelling, as it costs much less to keep one housed and in good repair than it does to keep and care for a horse and carriage. It is well adapted to afford intelligent exercise suitable to human needs, and of a kind which is at once fascinating, invigorating, and graceful. In the education of the people into the belief that the cultivation of bodily health is as essential and profitable as the cultivation of mental development, it is undoubtedly destined to play an important part. The use of these vehicles has been greatly developed within a few years in all civilized countries. They have undoubtedly come to stay, and ere long they will be as common on all well-travelled thoroughfares as the ordinary horse-carriages and wagons.

As they come into general use, the legal status of the machines on the highway becomes an interesting and important question to their owners and the public at large. There is very little statute or adjudicated law bearing directly upon their use in our public streets and ways, but no doubt many of the well-established principles of our roads law are as applicable to them as to the ordinary road vehicle. Every new invention or discovery produces changes in the law. The main principles of the law remain substantially the same from one generation to another; but new applications and modifications of these principles are constantly necessitated by new inventions and discoveries in mechanic arts, which change the habits and modes of life of the people. The fact that bicycles and tricycles have come so suddenly into every-day use without more acts relating to them on the statute books, or adjudicated cases in law reports, indicates that their use is not attended with much inconvenience to the public, or injury to life, or damage to property. There seems to be little disposition in the State Legislatures of the country, or in the Parliaments of Great Britain and her colonies, to encumber the statute books with special legislation concerning their use, and very likely cycle law will be established slowly, from precedent to precedent in the courts, without the aid of legislative enactments.

If they are treated in law the same as ordinary road vehicles now known to the law, then their use is already regulated by the customs and usages of generations past, and the principles of law applicable to them have been settled by the decisions of the highest courts of the world. But if they are considered in law not as ordinary road vehicles, but with special favor or disfavor, according to the varying circumstances of each case, then there will be confusion and uncertainty in the law relative to their use. Is there any good reason why they should not be treated as ordinary road vehi-

cles? Some of the enthusiastic votaries of the cycle have been disposed to regard the machine as the fit accompaniment of every wheelmen on all occasions and in all places, and to this end they have invoked the aid of the Constitution of the nation and those of the several States which guarantee the protection of the property and life of every well-behaved individual. They have claimed the right to ride their wheeled steeds on the sidewalks of cities, and in all public parks and commons; and because they have been prohibited from so doing by some city ordinances and by some park commissioners, they have thought their rights and privileges were unjustly abridged.

(To be continued.)



## HE IS AS GOOD AS ANY OF US.

*Editor Bicycling World:*—Now that the riding season is fast drawing to a close, and judging from the condition of the roads in and about Philadelphia, the result of three days of almost constant rain, I can truthfully say, that here it has closed. I would ask that you, in the absence of more important matters, and as representatives of a bicycling paper devoted to the interests of cycling, will please publish the following: I am only a professional rider, and as such, of course, am not entitled to much consideration or respect by the "pure amateurs," that compose what is known as the League of American Wheelmen. I am an instructor, simply, of the rudiments of bicycle riding, have charge of the Columbia riding school, hire out machines, and do some repairing. I have never raced, in fact, I was never allowed to enter any of the contests at race meetings held in this vicinity, the rules of the L. A. W. forbidding such a proceeding. In fact, all that is needed in this great city of ours for a man to become almost completely ostracized, is to once become an instructor of bicycle riding, and he is at once stigmatized a professional, and this means a man that is to be avoided, shunned, and unfit to associate with pure amateurs. Now, I have read and re-read the definition of amateur, as given by the L. A. W., and I am still at a loss to know how it is. I am a professional rider. I make no profession of riding, I simply teach the rudiments, and there are many men in the ranks of the L. A. W. to-day, and good wheelmen too, that would never have learned to balance themselves on a bicycle had it not been that I was patient with them, and encouraged them in a dozen ways when they were learning to ride, and were just about ready to "give it up as a bad job." Odd, isn't it, that while I associated with these men before they learned how to ride, now that they have learned and have no further use for my instructions, I am looked upon as a person to be avoided. Perhaps it is my habits and associations that cause these "pure amateurs" to hold themselves aloof, perhaps this is more the cause than that I am a professional rider? Let us look into my habits and associations. First, I am not addicted to the use of tobacco; I do not use, in any way, shape, or manner, any intoxicating liquors; and I defy any one to call to mind a single instance in which I uttered an oath while in the discharge of my duties. I attend church regularly, and for two years have been a member in good standing. I mention these matters simply to show how absurd it is on the part of some of these pure amateurs to conduct themselves in the manner they do. However, there are some exceptions, for instance: At the fall meeting of the Western Philadelphia Athletic Association, held on their grounds Saturday, Nov. 5, as I entered the field, I was greeted heartily by Mr. George D. Gideon, of the Germantown Club, with, "John, old man, how are you?" and at the same time he shook hands with me warmly. Simple as this act was, it served to make me feel at ease at once. I have always wished that I could become a member of the L. A. W., but realize that as long as there is so much narrow-mindedness among its members, it can never be. I hope to see the time, however, when a more liberal spirit will exist, and when that time comes you will see a wonderful increase of its membership.

If you do not think the above worth publishing, please have consideration enough for me to return it, and I will lay it away with a few other curiosities I have, that I am keeping for my children to make fun of after I have taken my final header. Yours truly,

Phila., Pa., Dec. 12, 1887.

GEO. S. HART, Instructor.

## AN INTERVIEW WITH A GERMAN INVENTOR.

A WEEK or two since we had a conversation with Mr. Rothgiesser, of Bielefeld, the inventor of the new safety bicycle having the saddle attached to continuations of the front forks. As it will probably interest our readers we give the conversation here.

"How did you hit upon the idea of your new machine?"

"When riding an ordinary 'Rover' I found the steering much easier when going down hill with my feet on the foot-rests. At once I knew the fault of the steering when riding in the ordinary way was that both pedals and saddle were fixed to the frame of the back wheel, while on an ordinary bicycle the pedals and handles are fixed to the front wheel, and the saddle alone to the frame of the back wheel. To correct the fault the simplest way would have been to connect the chain and pedals to the front wheel, but then all the good qualities of the rear-driver would have been spoiled, so I came to the conclusion to attach the chain pedals and handles to the frame of the back wheel, and the saddle alone to the front wheel. I at once designed a machine and filed the German patent."

"Are you an old rider?"

"I am one of the oldest riders in Germany. I began riding in April, 1882."

"When did you complete the first machine on your new principle?"

"I waited first for the application being granted by the Patent Office, which was in February last, then I filed the English patent, and ordered a machine to be built to my designs. The machine was ready in March, but when I tried it I found that I could not ride it, although the construction was nearly right, the line through the steering centres differing very little from the present machine, and I should now have been able to ride it had I the machine at present, but a friend persuaded me that the steering line was quite wrong, and that its continuation should go behind the saddle. Now, I altered the machine, and after having altered it some dozen times—always trying if it were possible to ride it—I at last found the correct construction, and after having ridden it some time I found that my calculations were correct, so that I could dispense with the hands for steering, the same as with an ordinary bicycle, or by placing the feet on the foot-rests of a 'Rover.'"

"How long does it take to learn to ride your machine?"

"Kaufman, the American, learnt it in twenty minutes, and I have taught gentlemen who never rode a bicycle, in less than an hour. Riders of the ordinary bicycle find some difficulty in learning, as they have, practically, to unlearn before mastering the machine, but most cyclists learn it in two days."

"How do you steer the machine?"

"When I ride fast on the road, I cannot say how I do steer. It is the same as an ordinary bicycle; the steering goes automatically with one's mind. When I ride slowly and desire to turn to the right, I push the right pedal a little harder, and then keep the handles in the position they have gone into as long as I want to go round. As soon as I allow the weight of my body to go back to its ordinary position, the wheel at once comes into line, because this is the position of the saddle at its deepest point. At first sight it would appear as if the saddle must be in constant motion to steer the machine, but practically there is no movement in the saddle, because almost my whole weight rests on it, and there being no other fixed points on the machine, except where the wheels touch the ground, all parts of the machine are moved by the steering, while the saddle itself remains almost immovable."

"How do you find riding on bad roads?"

"Almost the same as on good ones. Sand or loose stones never affect the steering."

"How do you find hill-riding?"

"I use my hands for pulling as on an ordinary bicycle when riding up a stiff and long hill, and when at the top I like best to take off my hands for some time, and then with feet on foot-rests, let the machine run its own speed down, the brake on back wheel, when necessary, stopping the machine almost instantly."

"What size do you prefer?"

"I recommend a smaller steering wheel, say 22 to 26 inches, and 30-inch driving wheel, because the front wheel has not so much weight to carry, and a smaller steering wheel shortens the machine and lessens the weight, and on my machine there cannot be any vibration in the handles even with a 16-inch wheel; nevertheless, any size wheels may be used—for racing machines, I would recommend two equal 26-inch wheels."—*Cyclist*.

ANY lady cyclist who desires to make to any other cyclist (or *vice versa*) the most suitable Christmas present which so small an expenditure can possibly bring, should send \$1.25 to this office and receive post free by return mail, a copy of "MY CYCLING LOG BOOK."

## TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE Philadelphia Item says: "In England, it is stated that the ordinary bicycle is getting quite the go-by, the safety machines, tandems and tricycles almost monopolizing the favor of the cycling public. Are we latter-day riders more timid riders than our veteran cyclists?" We desire to correct our very worthy and able contemporary by stating that they have taken hold of the wrong end of the club. It is the "veteran cyclists" who find in the safeties, especially, the great charm of comfort without appreciable loss of speed, to be found in the new corner. The same paper looks on the rowing machine as the "latest type of safety."

ANY lady cyclist who desires to make to any other cyclist (or *vice versa*) the most suitable Christmas present which so small an expenditure can possibly bring, should send \$1.25 to this office and receive post free by return mail, a copy of "MY CYCLING LOG BOOK."

ON Sunday, Oct. 23d, Lieutenant A. K. White and Captain C. E. Balton, of the Taunton (Mass.) Bicycle Club, took a run of 100 miles, under the following conditions: From Taunton to Stoughton, to Canton, to Mattapan, to Brighton, to Waltham, to Lexington. Distance covered, 104 miles; time, 7 3/4 hours. Distance measured by cyclometer, roads very hilly, fair condition; wind variable. Machines, "Victors," one 52-inch, and 54-inch; Roadsters. We believe this is one of the best records not professional. The wheels went through the entire run without attention.

THE firm of Reeve & Jagers, of Millville, was dissolved by mutual consent 25 October, Mr. John N. Reeve withdrawing. The business will be continued at 206 High street by Mr. Elwood W. Jagers. Mr. Jagers is an expert machinist, and has made a careful study of the science of repairing both Star and crank wheels. He is always ready to extend the right hand of fellowship to all who call upon him, without first asking if they come on business. Considering the class of work he does his charges are lower than the average.

NOT satisfied with having collected subscriptions and presented the British Life-boat Association with a magnificently equipped boat, costing, nearly \$4000, the *Cyclist* now desires to get up a "sustentation fund," so that the boat may be given together with sufficient funds to pay the running expenses of same for four years.

THE White Cycle Co. are now completing a factory to produce the new "White Flyer" machines, a description of the tricycle of which appeared in our paper of a few weeks ago. They will not only manufacture the single tricycle, but they will also produce a rear driving safety, made in such a manner that it can be attached to the tricycle, and thus be converted into a tandem. The factory is situated at Milford, Mass., and it is being filled up with machinery specially constructed for the manufacture of their cycles. Every effort is being made to get the factory in shape, and it is expected that by January 1st they will be in condition to commence the work of building. The organization of the company is all completed, and the capital embarked in the undertaking is ample.

THE third fortnightly rifle contest of the Warren Wheel Club took place at their rooms, 13 Warren avenue, Roxbury, on Tuesday evening, with the following result: Savell, 91; Noble, 91; Willard, 89; Hiscock, 88; Read, 87; Munroe, 86; McCormick, 85; Frost, 84; Wiggin, 78; Hathaway, 74; Prentiss, 74; Parker, 72; Tobey, 71. These figures are of a possible 100. The contests are held every other Tuesday, and are very exciting. Wheelmen or others are cordially invited to witness these contests. The next one will be held Dec. 27.

THE new pattern Quadrant safety is a fine machine. In the first patterns it was found that the ordinary quadrant's slides for the steering apparatus were too stiff for the quick, easy movements requisite in a bicycle, so the enterprising manufacturers went to work and have devised a ball-bearing arrangement for the quadrants and slides, so that now the steering is as easy and sensitive as on the ordinary direct steering form of machine.

THE verdict rendered by a Philadelphia jury in the case of Rowland Evans against Albert Carnell, for striking the former with his whip while riding in Fairmount Park, is one of the most remarkable and unjust that was ever rendered. So sure was it for Mr. Rowland that the judge remarked when the verdict was rendered "not guilty," "I don't know how you arrived at that verdict, but, still, it is your province to find such a verdict as you please." As this is a criminal case, we do not suppose there is anything to do but subside, under the weight of appreciation and admiration for the sapience of a Philadelphia jury. The Philadelphia lawyer and jury will now go down to posterity hand in hand, as freaks of their peculiar kind.

# THE 10 MILE ROAD RACE

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Won by the Maryland Bicycle Club Team,

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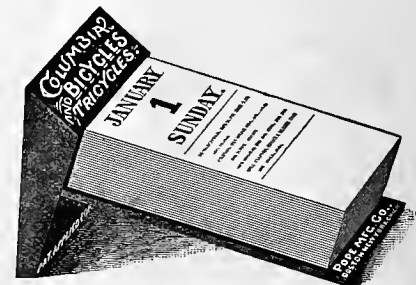


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By far the most novel, convenient and valuable business calendar for 1888 is the Columbia Bicycle Calendar and Stand, just issued by the Pope Mfg. Co. The calendar proper is in the form of a pad, containing 366 leaves, one for each day in the year, to be torn off daily. A portion of each leaf is left blank for memoranda. Upon each slip appears quotations pertaining to cycling from leading publications and concise opinions of medical authorities; words from prominent wheelmen, including those of clergymen and other professional gentlemen; rights of cyclers to ladies; general cycling statistics; records; the benefits of tricycling to ladies; information about costumes; directions for road-making; and other matter interesting to the public in general and to the cyclist in particular, appear from day to day. In fact it is an effective, attractive and fresh cycling encyclopaedia, crowded into convenient measure.—*Bicycling World.*

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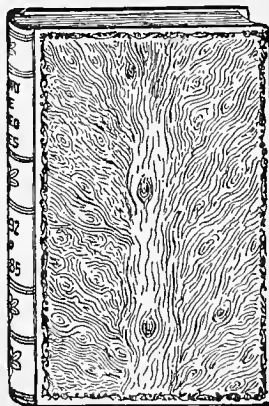
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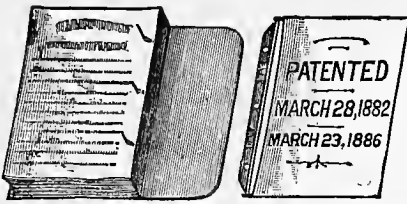
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 23 DECEMBER, 1887.

OUR article and the formula we printed some two weeks since on banking of tracks, have been criticised because we base the proper banking of a track on the requirements of a tricycle, whereas, for every tricycle race there is, at least, ten that take place on the narrow gauge. Precisely why the tricycle was selected as a basis for figuring, we cannot say, but the proposition in both cases is alike. On a curve of say a radius of 112 feet, a bicycle travelling at the rate of twenty miles an hour will assume a certain angle removed from the perpendicular; the proper banking will be that produced by a line at exact right angles with that assumed by the moving bicycle. In order to get the best and safest results out of a track, the maximum banking should be adopted, as of the two evils, that of having too much is far preferable to not having enough.

MR. BASSETT makes a long reply to Mr. Ducker's letter, entitled "Chestnuts in Little Fur Coats," which appeared in a late issue of the WORLD. The Secretary-Editor denies that the stand taken by the League has had any fatal effect on the racing interests of the country. One of the strongest arguments he makes is as follows: "Mr. Ducker forgets that our best racing men are professionals, and well qualified to meet the foreigners. He also forgets that he himself started out with an association formed for the especial purpose of encouraging racing; that the leading racing men of the country united with him, and that the League stood aside and allowed him to try his experiment. He must remember that the experiment was a failure, and he should also know that the abolition of the amateur rule will do nothing towards making cycle racing popular." There is no doubt something in the fact that the now defunct A. C. U. did not aid racing one tittle. But Mr. Bassett is scarcely fair in the implication that the L. A. W. gave the racing organization a fair show. True they "stood aside"—very much aside—and very cold comfort the younger organization got from its more mature and sedate sister. The L. A. W. stood aside to the extent that they refused to recognize any official action of A. C. U. If they had stood aside a little less and given the defunct Union a little moral support, the result might have been different. As to the wisdom of the action of the L. A. W., in reference to the A. C. U., we will not raise the dead issue, but if the argument of Mr. Bassett has

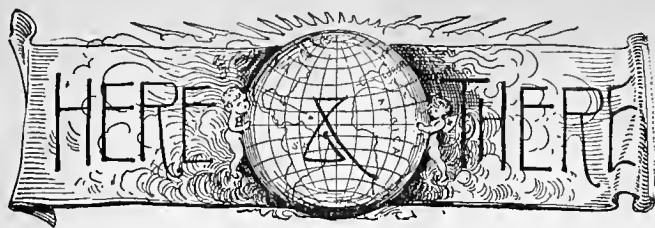
ought but sarcasm for its foundation, we think that his assertion that the "standing aside" of the L. A. W. was an aid to the A. C. U. will not bear analysis.

IF we could only settle on the true cause as to why racing in this country during the past year has lost its hold on the interest of the cycling, as well as the lay public, we could at once find a remedy. They tell us that doctors, who are successful in their profession, must have sufficient knowledge and skill to be able to diagnose a case before they can hope to properly decide on the remedy. To us it seems that it is purely a case of doctors disagreeing, and we are all aware of the fatal results that may follow while the physicians are disputing as to the nature of the disease. We have taken a pretty decided position on this point, we believing that the public will patronize spirited sports, but they will not tolerate dullness. Now the question suggests itself, have the cycling contests of the past two years been as exciting as those we used to enjoy in the primitive days of the sport? We think not, though it may be said we are surfeited and *blase*. That may be, and yet we are honest in thinking that in the palmy days of Dean, Johnson, Stall, Fry, Ahl, and their ilk, the races were more spirited. In those days it was a struggle from the word "go," a sprint from start to finish. It is those kind of races that kindle enthusiasm and interest, and if they were furnished, the public would pay to see them. We do honestly think that the disease by which racing interest has died, is that races have taken on too much the aspect of processions until within a few feet of the home tape. The L. A. W. has made a good step in the direction of making races more spirited, by the rule which disqualifies those whom the judges shall find guilty of loafing. This is a long step in the right direction, and we hope the next one will be to establish class racing, with a time limit attachment.

THE Centaur Cycle Club of Baltimore, Md., will meet their friends on Christmas day (Monday, 26), from 2 to 10 P. M., at their club house, 2215 East Lombard street.

DON'T keep a dog that is in the habit of running into the road and barking at passing teams. You had better get rid of him or break him of the habit. Under our statutes the owner or keeper of a dog is responsible to any person injured by him, either in person or property, double the amount of damage sustained; and after he has received notice of the bad disposition of his dog, he is liable to have the damage increased three-fold. Every dog that has the habit of barking at people on the highway is liable any day to subject his owner or keeper to large liabilities; for if he frightens a horse by leaping or barking at him in mere play, and the horse runs away, or tips over the vehicle to which he is hitched, his owner or keeper is responsible for double the damages thus caused by his dog. Hence I repeat the injunction, Get rid of such a dog or break him of the habit; and if this cannot be done, then break his neck. Perhaps it might be well to say, in this connection, that any traveller on the road, either riding or walking peaceably, who is suddenly assaulted by a dog, whether licensed or not, may legally kill him, and thus relieve his owner or keeper of a disagreeable duty.—*Road and Road-side*.

A CASE, regarding which there may possibly be some legal squabbling, occurred in the city last Wednesday (14). Edward A. Lawson, Deputy Auditor's agent for the district embracing Louisville, Ky., and part of Jefferson county, was riding his bicycle near Sixth and Court place, when a valuable horse, belonging to Wm. Zable, became frightened and ran away, seriously injuring the horse, and doing considerably damage. Suit for damages will be brought, and if it can be shown that Lawson was riding in an orderly manner, and attending to his own business, such a suit will be of no avail, since the Supreme Court has time and again decided that the bicycle is a carriage, and is subject to all the rights and privileges accorded horsemen and drivers of vehicles. A wheelman owes it to himself as a gentleman to be obliging and courteous to both pedestrians and horsemen without allowing himself to be bulldozed into measures by any authority which either may assume. An order issued to the Boston police April 22, 1878, reads as follows: "In regulating the use of bicycles, you will be guided by the same laws that apply to the ordinary vehicles, and see that they conform therewith both as to speed and location." This has proved sufficient for Boston.—*Commercial*.



## NEW ORLEANS.

"BI."

THE matter of another lantern parade, to occur during carnival week (Feb. 13-19) of 1888, is being agitated, and a meeting of local wheelmen will be held next Monday, 19th inst., at the rooms of the New Orleans Bicycle Club, to formally consider the matter. Chief Consul Hodgson is engineering the preliminaries, and it is dollars to dimes that the meeting will decide in favor of another parade, though when the boys learn that Hodgson does not again propose to stand god-father for the expenses, or to do all the work connected with the parade unaided, it may possibly make some of them hesitate about voting "yea."

THE Louisiana Cycling Club is rolling up a rattling big mileage and sustaining its claim as *the* riding club of the South. Its record sheet dates back but four months, and but four members have reported, but their combined score to Dec. 1st foots up 4696 miles. The individual mileage is as follows: C. M. Fairchild, 2098 miles; R. G. Betts, 1830; W. H. Renaud, Jr., 302; H. H. Hodgson (tricycle), 466.

THESE mileages were all rolled up without the special object of a record, being made up mainly by Sunday runs and in riding to and from business. Renaud only received his cyclometer during the latter part of October, hence his score is much smaller than it would otherwise have been; but as a whole, I dare say the above is a pretty fair showing.

CHARLIE FAIRCHILD, who leads the Louisianas in point of mileage, gets up nearly every morning at day-break, and scoots out to West End (nine miles) before breakfast, then generally rides down to his place of business, and usually quitting work about 3 P. M., indulges in another spin before dinner. Charlie declares that he doesn't do this to roll up a record, and that he enjoys his daily, lone, early-morning runs, but for the life of me I can't see where the fun comes in, and I like riding as well as the next one, too.

AMONG visiting wheelmen to our city this week are Messrs.: J. P. Fresinius, Dallas (Tex.) Wheel Club, who may possibly locate here, and Clarence H. Smith, Gormully & Jeffery's travelling representative. We are also daily looking for Hendee and his Springfield Roadster.

MR. SMITH has been all over the South within the past few months, and reports a healthy growth and favorable outlook for the rubber shod steed in nearly all of the States visited so far. He stopped off at Mobile, Ala., intending to put in a few good licks there, but the first wheelman he met gave him such encouraging (?) information, that he left for New Orleans without needlessly wasting his energy in the "great and only" Gulf city.

FROM Mr. Smith's remarks, and other information that has reached us, it can be safely put down that cycling in Mobile is slowly, silently dying, if not already dead. And this as the result of the League's apathy in the matter of that disputed turnpike, regarding which a full and explicit report was duly given the L. A. W. officials, and passed upon by them something like this: "Well, you see the League is busted financially, and then there's only a handful of wheelmen in Mobile, and—and—well, just let the matter go along peaceably, and time will work a solution of the difficulty," and the Alabamians heeded the advice, and Old Daddy Time did his work in such fine shape that a solution has already been reached, and the wheels don't move in Mobile, as a result. It "riles" me to see this state of affairs in our sister city. It was a New Orleans wheelman who took the trouble to go to Mobile, organize the fifteen riders into a club, consult lawyers, and arrange everything for the master-stroke, which, alas! never came. It proved just so much labor thrown away, and the League, by its "cray-fishing," lost the fifteen members of the Mobile Club; the Mobile boys lost heart when the League declined to back them, and now, instead of having twice fifteen riders, as would have been the case had the road been opened, the club is as good as defunct, and its members disposing of their wheels as rapidly as possible. The death rattle can be faintly heard in the region of cycling Mobile's Adam's apple, and

unless some kindly hand is put forward very soon; cycling, so far as Mobile is concerned, will be dead'n Karl Kron's lamented bull purp. And is any one to extend the kindly hand? Wait, brothers, wait and see.

IN refusing to push the "Mobile matter," the L. A. W. seems to have acted unwisely. It cannot always be expected that one printed circular, however full, will convince every one who reads it, and, if the League's treasury is always to be (as there seems fair prospect) in a state of chronic emptiness, why either make the official organ a bi-weekly and set aside the saving thus made for a reserve fund, or else, when it becomes necessary to push a case in the courts, why call for funds, or do something of the sort, and not, after gingerly fingering the case, let it drop like a hot potato. The President of the Mobile Shell Road Company—who is, by the way, a livery stable keeper—is of the bull-headed variety; wouldn't be convinced, wouldn't consider anything, didn't care a d—, and would fight it in the courts anyway. But, notwithstanding this brave stand, a prominent Mobile attorney agreed to take up the wheelmen's cause, on a contingent fee of *twenty dollars*, so certain was he of success. Unfortunately, the League officials did not see fit to accept this exceedingly liberal offer, but instead, dismissed the matter by gracefully, generously and gratuitously giving the advice that has been recorded above—or what amounted to that, at any rate—and then laid back and wondered that there were so few members in the League from the "good old State of Alabama," and now, when it again becomes necessary to take up the matter, as in time it surely will, the Turnpike Company's head, finding his bull-doing tactics so successful before, will be all the harder to deal with.

I QUESTION the wisdom of the League's dismissing such matters on the grounds that there are "so few wheelmen there, etc., you know," for, as in the Mobile's case, on the League's attitude depends the future of cycling in disputed territory. Don't you?

NEW JERSEY NOTES. We have "it" at last. "Have what?" Why, the "Snow, snow, beautiful— (rats) — snow; falling— (chestnuts)." "RATCHET." Thanks awfully, but I'll get even with you for allee-samee. But "it" is here; snow use trying to disguise that fact,

although in *Manna-hatta* they disguise the snow by mixing it with axle grease.

THE Paterson Athletic Club will give a big entertainment on Wednesday evening (28).

WHAT's the matter with some of our Jersey clubs organizing rifle teams during the winter, and arranging telegraphic matches with down-east clubs?

THE Essex County Toboggan Club is going to begin its winter's sport this week. The club has just put up a \$2000 house, and a rattling season's fun is looked forward to.

FRANK S. MILLER, Dr. Fred A. Kinch, Jr., and A. N. Pierson, of the Union County Wheelmen have been added to the ranks of the bowlers, and are members of the new Westfield Bowling Club.

POOR McCurdy. Is he really foolish enough to think that he can down the "Little Flyer?" It seems so; but he will change his mind, and I'd be willing to go a barrel (of Jersey Stone Fence) that Whit. beats him on the first mile—if he wants to.

DAVID OAKES, of the Bloomfield Cyclers, succeeded in riding to the top of Eagle Rock Hill, 25 November, without a dismount. He essayed the task on 23 November, but was compelled to weaken when only a few yards from the summit. Mr. Oakes' mount is a 54-inch Regent.

E. J. DECKER, of Newark, made an attempt to climb the hill with his Springfield Roadster, 13 December, and reached within a few feet of the summit, when, the wind proving too strong for him, he was obliged to give up the attempt. He says he will not tackle the job again this season.

WEDNESDAY (14) was a day of days, and, although the roads were decidedly soft, a large number of machines were seen on the avenues of Newark and the Oranges. On Central avenue, during the afternoon, quite a variety of mounts were noted, a Springfield Roadster, four ordinaries, a Crippler trike, a Columbia tandem, two Rovers, three Stars, a Facile, and a Royal Mail tandem being seen within an hour.

MR. EDITOR, will I ever dare show my face in Orange or Elizabeth again? I doubt it. "And why?" Just look at my last letter, wherein you have given the Orange Athletic Club a "howling team," and made Aug. F. Bellinger "one of the crack howlers of the Elizabeth Athletic Company's team," and you will be convinced

that I'm safer in Newark. Make it "b" instead of "h," and you'll have it ke-re-ct.

FRED CONINGSBY'S latest and neatest trick, and one which I never saw attempted by anyone else, is a corker. He stands with his left foot on the step, left hand on bar and extending his right leg, grasps the left pedal with his right hand, working the "ma-sheen" in that position. He is practicing a good deal with large wheels, and is supple as a cat at vaulting. He is 17 years old, weighs 116 pounds, and is five feet two inches in height.

THE Metropolitan Polo League plays two games a week in the Pavonice Rink, in Jersey City. The Newark and Jersey City teams played on Friday night (16) and the home team won by 11 goals to 2. The teams were as follows: Newark—Keyser and Conleys, r.; Wood, c.; Barker, h. b.; Adams, goal. Jersey City—Wilbur and Reagen, r.; Fracker, c.; Morris, h. b.; White, goal. D. L. Macomber and L. E. McKie have been signed by the Newark team. Both these men are from Massachusetts, and have played in the Eastern clubs. No arrangements have been made as yet for games in Newark, but the management promises two games a week after the holidays.

## ST. LOUIS.

### "LINNEUS."

THE riding season is practically closed here. The weather, which is usually clear and cold at this time of the year, is terrible. Up to two days ago, it has been nothing but a drizzling rain for a week, and all the roads are in an unrideable condition. The leading road, in the way of smooth surface and easy hills, the New Manchester pike, has had metal placed on it all the way from St. Louis to Ballwin. Be this as it may, you can't help some of the boys from going out, and so on Nov. 13, just a month ago, quite a party took a final run to see and get acquainted with the new hotel at Ballwin. They found the place to be the acme of neatness and cleanliness, and the proprietor to be a gentleman who will do all in his power to make the stay of wheelmen pleasant. I trust wheelmen will not abuse their privileges again, the way five or six members of a local club did last summer. The old place, Ballwin Hotel, kept by Alex. Kessler, is gone out of business, and will no longer cater to the wants of bikers. They should note this.

THE second entertainment of the Missouri Bicycle Club takes place next Thursday. The programme will be varied, and will consist of singing and a recitation, and will conclude with the usual hop. Our mutual friend, "Klip," has engaged a prima donna for the occasion, and a treat is in store for those that attend.

THE board of officers of the Missouri Division held a meeting at the Missouri Club house last eve, and at C. C. Brewster's suggestion, re-districted the State. Missouri is now entitled to seven representatives, and the above was necessary in order to give the new men their districts. The hand book is in the press, and when the road information, compiled by Mr. L. J. Berger, ex-Chairman of the Touring Committee, is all in, will present as neat and accurate a volume as it was possible to make, under the discouraging circumstances which they had to labor.

IN Sunday's *Republican* an article appeared, which roused the ire of the Missouri boys. It seems some one connected with that paper got information somewhere that something was wrong with the finances of the Missouri Club, and that the President was to be censured for lack of duty in not attending meetings. I happened to be at that meeting, and knew as well as every one else does, who was present, that the above is a canard of the worst type. However, President Stewart, after making an explanation handed in his resignation at the last meeting of the club, which was not accepted, and a committee consisting of Messrs. Brewster, Berry and Baker, by the way, three big Bs, was appointed to wait on the gentleman and ask him to re-consider same, which was done, and the resignation was withdrawn. This is all there is to it, and how a paper of the *Republican's* standing could publish such a fabrication, is beyond most people's comprehension. There is a rumor about that a *Republican* reporter got the news as given, from a gentleman connected with another paper, whose hyphenated cognomen every one is aware of.

## PITTSBURG and VICINITY.

### "DUQUESNE."

LAST week I spoke of wheelmen jumping twenty feet as they took breakers on the National pike, and you, Mr. Editor, said "Oh! Oh!!" This may be an exaggeration, but I think the facts will justify the statement. Will Messrs. Wright and Michenir, of Brownsville, please write to the *BICYCLING WORLD*, and tell us how far they do jump in feet and inches, and if they do not know, an estimate would

be better than my guess, as they live on the line of that road? I don't believe you bean-eaters know much about breakers. Are you butterflies? To whom did the poet refer, when he said,

"Satire or sense, alas! can Sporus feel?

Who breaks a butterfly upon a wheel?"—*Pope*.

COLEMAN'S poetry is being copied quite extensively. Turn the crank, "Coly," and grind out some more.

C. V. REED, of Clarion, was in town last week. He is known by all as an ardent wheelman and good rider.

BANKER is quite a striking figure with his medals all on "to onct." He has a great many, and most of them are fine ones, the kind we give out here.

WILHELM has given notice that this is positively his last year on the track. Well, I'll bet a nickel's worth of Tolu, that you'll see him out again next year. Remember this!

HART'S wail for the professional may be right as far as Philadelphia is concerned, but in committees such as this, a man is rated for just what he is, whether he be professional or amateur.

ACCORDING to the *Wheel* the gentlemanly and urbane Mr. Banker intends to apply for membership in the K. B. C. This will surprise most of A. C.'s, he holding office in that club, and never having been accused of thinking overly much of the Keystones.

"WHY we laugh." They tell us that Whittaker and McCurdy have put up a forfeit of one thousand dollars for a race they are to run for from \$2,000 to \$5,000. Didn't they leave off a cipher? Shouldn't it have been a \$20,000 to \$50,000? Great guns and little fish-hooks! can these things be?

THE Smoker of the S. V. W. was an unqualified success. Cigars and refreshments held the crowd in breathless suspense until Richardson got off some recitations, which were followed by slight of hand performances, and reminiscences, until a late hour. This is the first of a series of Smokers.

THE *American Athlete* says: "The Chief Consul and the Secretary-Treasurer of this State are splendid fellows personally, but officially they need a deal of shaking up to enable them to realize the needs of this Division." Well and truly, said Mr. Wells. One of our wheelmen being in need of aid in a lawsuit, wrote the Chief Consul repeatedly for advice and information, and had failed to elicit a reply when I last saw him. This is not as it should be.

## RECORD OF

### THE WEEK.

THE story told in an exchange of the man who borrowed a safety of a friend, and after having used it as a battering ram in trying to mount high curbstones and smashed the machine he returned it to the lender and vouchsafed the opinion that "it was a rotten thing," brings to mind the experience we once had with a friend who had a penchant for borrowing our clothes, and who once indignantly informed us that "unless we put in a better stock of togs, he would have to stop wearing them!!"

THE dates for the coming Stanley show are from January 28 to February 4, inclusive.

MR. JOHN ILLSTON, of Birmingham, England, has been reinstated by the L. A. W. Racing Board.

MR. SAMUEL T. CLARK, of Baltimore, has been appointed representative from the State of Maryland.

J. PURVIS-BRUCE, known as our interesting correspondent, Gentleman John, was born on the bounding deep.

AN exchange tells us that "the Copeland steam tricycle is to be pushed next year." How pushed, by leg or steam?

THE *Cyclist's* Xmas annual will be called the "Lantern," and it will be quite up to the usual standard of excellence.

H. A. SPEECHLY, the celebrated English crack, is to be married soon. Now, Mrs. S., are you going to allow H. A. to appear on the path next year?

OUR worthy contemporary, *Sporting Life*, has lately gotten into the bad habit of lifting items bodily from the *WORLD*, without even crediting an "exchange."

THE military authorities in England will plan and carry out much more elaborate trials of the cycle as aids in war-like manœuvres to take place during the fall of 1888.

SALEM, N. C. (*not* Mass.), is one of the benighted cities that will try and keep the bicycle off its streets. Quite lately a rider living in a neighboring town, rode into this city of numbskulls and was there-

upon arrested by a minion of the law (?). The cyclist was fined, and now the case will be brought into the courts, and the Salem, N. C., city fathers will be made to see that their knowledge of wheelmen's rights is as yet limited.

THE ROVERS Club of Charlestown (Mass.) held their annual dinner at the Tremont House, Boston, last week, Thursday. Among the prominent guests were Messrs. H. W. Hayes and Abbot Bassett.

WHITTAKER vs. McCurdy, distances, five to ten miles; venue, Washington Rink, Minneapolis; amount at stake, \$5000 (?). No matter, if this is a race for blood, we will go a little on the Champion man.

WHY don't the H. B. Smith Co. people take Greenwood's offer up and pay his expenses to Boston, so that the great hill climber can carry out his determination to rise it twelve times without a dismount.

'TIS said that Chief Consul Jessup will forward the petition from Pennsylvania Wheelmen asking Wells' appointment as representative to the Board of Officers, and will ask that the members reconsider their recent refusal to endorse.

WILL Wells be re-appointed by Consul Jessup? That is the question that at present is agitating the minds of Pennsylvania wheelmen. The pressure to bring about that event is very heavy, and poor Jessup's bed is not made of roses.

A FIRM trading under the name of, Geyer & Co., Bombay, India, have been passing inferior goods on an unsuspecting public as the wares of Hillman, Herbert & Cooper. One of the victims, Sergeant W. Burton, is after Geyer & Co. with a sharp stick.

THE Banquo-like ghost of the amateur question bids fair to make the quiet months of winter a burden. What with the fur-coated little chestnuts of Mr. Ducker on one side, and the hot shot of Mr. Secretary-Editor on the other, we may have a warm, open winter.

MR. STRINGER, of the Singer Mfg. Co., Coventry, England, arrived in this country last week. We went up to W. B. Everett's to interview the gentleman, but we found he had slipped away to Canada for a few days, and they expected him back some time this week.

A SIX-DAY race at Newcastle, England, was started Dec. 5. At the end of the fifth day the score stood, Battensby, 659 miles 3 laps; Young, 659 miles 3 laps; Terront, 650 miles 10 laps; Parkes, 604 miles 4 laps; Lamb, 597 miles 7 laps; and Symington, 551 miles 5 laps.

ANY lady cyclist who desires to make to any other cyclist (or vice versa) (the most suitable Christmas present which so small an expenditure can possibly bring, should send \$1.25 to this office and receive post free by return mail, a copy of "MY CYCLING LOG BOOK."

RHODE ISLAND takes a forward step in the matter of guide boards, and is really the first State to make the attempt to "guide board" all the rideable roads. The plans are all drawn, the distances measured, and by next week the boards will be in the hands of the painters. Well done, Rhody.

MR. BARROW, of Rudge Co., took a run over into Canada last Saturday, and returned to this city to conclude his business in this country. Mr. Barrow expressed his preference for Boston over New York, and we have no doubt will incur the lasting displeasure of Gothamites in consequence.

OUR dear friends of *Bi. News* are solemnly funny over the fact that we located *Sporting Life* at 139 Fleet St., instead of getting the *Sportsman* down as at that number. We are glad to afford the good old *News* amusement sometimes, as goodness knows, we cause the editors of that paper sorrow enough.

'TIS told of Dick Howell that when he first came to this country he refused to take a bath in the limpid Connecticut, because he "did not want the bloomin' alligators to bite him." He is also reported as saying to some friends when he caught his first sight of bananas, "Ah, see the watermelons, boys."

PRINCE DOLGORUKOFF, a noble *Russe*, lately took part in a bicycle race and was beaten by an ignoble German by the name of Grossman. No wonder the relations between Russia and Germany are strained. Our account does not state whether Grossman received his passport as was requested to make record time into Siberia.

A VILLAIN, an unfeeling brute, called the "Club Liar" of the *Record*, has discovered the name of Louise Armaindo with the date 1730 written on the door post of a house, in the vicinity of Halifax, N. S. 'Tis a base, cold-blooded fabrication, and if Mrs. ———, *nee* Armaindo, does not pulverize that C. L., why we miss our guess.

As announced, the Dorchester, Mass., Club gave the first social party at the Lyceum Hall, last week Thursday. Richardson's orchestra furnished the music, and the dancing was kept up until a late hour. The Committee of Arrangements consisted of: C. I. Drake, G. L. Haynes, F. L. Bailey, and W. H. Forbes; Floor Director, W. F. Shallenbach, with J. W. Gough, J. W. Longstreet, H. A. Mears, W. A. Clapp, and C. I. Drake, aids.

THE story of the Rhode Island man who claimed he did his 43-4 miles in 12 minutes, has reached England, and has paralyzed our transatlantic cousins in the same way it did us. *Bi. News*, after relating the story, says: "Exit the original Baron Munchausen after this." Yes, *Bi. News*, and we think our Rhode Island Baron, No. 2, has also exited, as we have not heard of him since he made the claim. His conscience must have got away with him.

MR. HARMSWORTH, he of the *News* and also of the *Outing* for England, put his foot into it lately; he put his foot in just £16 16s. worth. It seems that Col. Haddan, of the Royal West Surrey, supplied Mr. Harmsworth with an article which was used in *Outing*. The gallant Colonel then sent in his bill, which Mr. H. refused to pay. Consequent suit, and the plea that the article was not ordered was set aside, and Harmsworth had to pay the \$85, cold cash.

A MAN has been writing to the *Bulletin*, claiming that he has ridden a mile on the highway in 2.24 3-4. He asks that he be not exposed, as he wishes to "surprise" us one of these days. We can assure our unknown flyer that he has surprised us by his unprecedented assurance in thinking that we may possibly swallow the little jokelet. The name and location of this 2.24 man are concealed, but are we right, brother Bassett, in placing his habitation in the State of Rhode Island? Great place in the neighborhood of Warren for road records, you know!

WE are in receipt of a photograph of the late Mr. Geo. S. Darrow and his little boy, Bob. The picture was taken in September, 1887. We never had the pleasure of meeting Mr. Darrow, and the picture before us is the only means we shall have of judging of his personal appearance. Had we not known Mr. Darrow's bright and humorous style of writing, we should have put him down as a man of kind heart, honest purpose, and a decidedly strong vein of humor. This we can read in the face we see before us, bright with love for the little lad into whose face he is looking, and whom he holds in his arms.

"It's werry fillin'," this discussion on the relative merits of the ordinary and the safety, but it's getting a bit monotonous in the English papers. All the letters wind up something like this: "I am convinced that for speed, safety and comfort, no machine can equal the rear driver;" or like this, "I have given the rear driver a thorough trial, and now I have gone back to the ordinary, convinced that the claims of superiority of the rear driver are groundless." Now one would think that the question would be settled by these two positive men, but it isn't, and it is not likely to be. We expect we shall have the discussion on this side soon, and we are resigned at the prospect.

SEVERAL correspondents from Chicago to our contemporaries tell some very nasty stories of McCurdy's crooked ways while in that city. If these stories be true we wonder that criminal proceedings are not at once commenced against the Star rider, by either of the alleged victims, or the H. B. Smith Co. The charges made by Verax and Clawhammer are of the most serious kind, and Mr. McCurdy should at once take steps to correct these stories, or he will forfeit his right to be looked on as an honest man ever hereafter. He cannot afford to rest easy under the stigma, and unless he rises up and "explains" very satisfactorily, it must go hard with him in the estimation of his former friends. We give him a chance to be heard before we condemn.

*Sporting Life* says: "The BICYCLING WORLD offers a gold medal to the man who will ride a mile in 2.20. Why not make it 2.10, Mr. WORLD?" Our worthy contemporary has not kept the run of the controversy that has led up to our rash (?) offer. Briefly: A statement had been going the rounds that 2.20 was within the possibilities, to which we demurred. Therefore, we were assured it would be done if cash to make it an object were forthcoming. Still we demurred, and we agreed to add our modest mite of inducement in the shape of a medal, but we must confess to a feeling of perfect security that some time will elapse before that medal is called for, unless that Warren, R. I., man should turn up on his educated extra rapid rear-driving safety, and then goodness knows if 2.10 would be safe, Mr. *Life*.

WE do not know if such a sign as this adorns the outside of Merrill & Whittin's Andrew street establishment, but we think it might take: "Free pool and billiards to patrons who desire to wait while repairing is being done." We are moved to this thought by

# COVENTRY MACHINISTS' CO., LIMITED.

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On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, **BEATING THE EXISTING RECORD FOR 10 MILES BY**

## One Minute 56 $\frac{2}{5}$ Seconds.

Covering the whole distance in

## 72 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

MACHINE-RIDDEN WAS A

## “MARLBORO” \* CLUB \* TANDEM.

Timekeeper: G. H. Illston, Official Timekeeper to the N. C. U.

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239 COLUMBUS AVENUE

BOSTON, MASS.

# Our Little Flyer,

STILLMAN G. WHITTAKER, has closed the season for us with the most wonderful performance ever recorded by the wheel press, making in the 24 hours, on an ordinary

## 51-INCH LIGHT CHAMPION,

Taken out of stock and weighing 40 pounds, the phenomenal distance of

# 323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write to any cycling editor to become himself convinced.

The American Cycles are road machines, and are strong enough for the toughest American roads.

## They Hold Every American Road Record from 10 Miles Up to 24 Hours,

Hence it would seem that they ran even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

## OH, BUT THE BEARINGS DO TELL, SURE ENOUGH.

And that little track trial of Dingley's at Lynn on a 36-pound Champion still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth: "It was a wonderful record."

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*If you wish to purchase the best and easiest running road machines in the world, correspond with*

# Gormully & Jeffery Mfg. Co.,

## CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

the fact that this enterprising Lynn firm have put in a pool and billiard table in the above-named office. There are many ways this attractive scheme could be worked; for instance: "Free hair-cut while your tire is being cemented," or "Teeth extracted without pain or cost while your spokes are being reset." Again, "Your backbone straightened at a reasonable cost and corn paring without extra expense." Finally (and we think this would take us), "Your handle-bar staightened and a whiskey cocktail, all for 10 cents!!" There is unlimited chance in this suggestion, and we have no doubt the cycle repairers all over the country will take the hint and elaborate thereon.

A VERY spicy letter Mr. Josh Zimmerman writes to our dear beloved Owl for certain alleged grievances, after polishing off the good old bird with this classical bit of writing: "This now leads me to say that I have long wondered, when reading your most-times amusing notes, to what class of owls you belong. My wonder has been satisfied, and no doubt now exists but you are a screech owl. The reasons are two—1, They are never attending their business, but always mixing up others; 2, They are to the owl family as the vulture is to the scavengers; viz., the vilest of the vile. Thanking you for your attention, and knowing you are hungry, I'll now set your stomach to aching by saying 'Rats.'" As our friend Sam Hollingsworth would say "Gee whizz!!" Now if we mistake not, and we know our bird, we think he will quietly get down from his perch, and will interview brother Josh in such a lively, but withal firm manner, that he will wish his knowledge in natural history in general, and of the genus *Accipitres* in particular, had not been so deep.

MR. SHIPTON makes a violent and libellous attack on the editors of *Wheeling*, in regard to their relations with a Mr. Bennett, who ran a lottery scheme last year. *Wheeling*, in the issue to hand, denies the charges of "illegitimate influence," and states that Mr. Bennett's scheme was advertised and paid for the same as by any other patron. Further, they deny the charge that Mr. Bennett was other than square in the manner he conducted the drawings. Finally, the editors of *Wheeling* conclude with the gentle hint, "Mr. Shipton refers—libellously—to what he calls the scurrilities and personalities indulged in 'by Mr. Nairn's predecessors' on this paper. We regret to see Mr. Shipton disregarding the instructions of the Council of the C. T. C., in connection with his literary style. His experiences of the law have not been so happy that he should desire another introduction into a court of justice." We trust that the kindly wink of the *Wheeling* people will be taken to heart by Mr. Shipton, and that hereafter he will be more careful that his literary style be more in keeping with that ordered by his superiors.

"LACY HILLIER, R. E. Phillips, E. R. Shipton and Henry Sturmeay are the four civilians elected to serve on the War Office Committee on Volunteer Cycling." Great Scott!! we are sorry we spoke; we are *very* sorry we spoke, awfully sorry. With Messrs. Hillier and Shipton on the War Committee we feel as though our days were well nigh numbered. We shall watch the news from Washington, bearing on foreign relations, with increased anxiety, and in case the dread news comes over the wire that "relations with England are strained," we shall take the most direct and rapid route into the heart of Africa. We don't relish the idea of George and Ernest trundling up to our office door towing a Gatling or Hotchkiss gun, and demanding gore!! We confess we do *not* like the prospect, and the quotation that heads this paragraph will cause us sleepless nights, and no doubt our Xmas turkey will develop into a first-class fit of indigestion. We wish we were dead; we are very humble, very abject, and most awfully scared.

A NEW spring tork for a rear-driving safety is thus described by the *Cyclist*: "Last week we had a visit from Mr. T. Redman, of 172 Manningham Lane, Bradford, who brought with him a rear-driving safety fitted with his patent spring frame to the front. This consists in attaching to the front wheel a duplex fork, the inner one working within the outer one. It is provided with long slots at the hub extremities, and a strong spiral spring within the barrel of the steering post. Although fitted with only 24-inch steering wheel, we found that the effect of charging a curbstone was scarcely perceptible to the arms—in fact, it was hardly more noticeable than riding over a walking-stick or ordinary crossing would have been with a rigid machine. A great point in the new design is that no second motion is called into action, so that the steering is not affected in the least. To test the machine we rode over some rough, frozen gorse-land, and up and down a few ditches. On riding over the same course upon a springless mount with lower gear and larger wheels, we had to dismount several times, and in one or two instances failed to surmount the obstacles, the machine coming to a dead stop where the spring-framed safety had mounted easily."

## THE REASON OF POSTPONEMENT.

*Editor Bicycling World*: We notice copy of telegraphic dispatch from Charles E. Pratt to the Pope Mfg. Co., of Boston, and would inform you that the facts are as follows:

The five cases were set for hearing before His Honor Judge Gresham on the 14th and 15th inst., he being the United States Circuit Judge before whom the Pope Mfg. Co. made their motion for injunction against us in the principal of these cases last summer, and which was denied. Judge Gresham having notified us that it was scarcely possible for him to hear the cases upon the dates named, and we desiring that the cases should be heard and a definite time fixed for so hearing, ourselves moved the Court to assign a definite time for hearing the cases; and Judge Gresham, of his own volition, assigned January 26, 27 and 28, 1888, for final hearing in all the cases. We were ready and anxious to have all these cases heard before Judge Gresham on the 14th and 15th inst., as set, and will be equally willing at date now set.

Yours very respectfully,

GORMULLY & JEFFERY MFG. CO.

Chicago, Dec. 17, 1887.

## THE GREAT BOULEVARD.

LAST Saturday the weather, roads and our spirits being *en rapport*, we determined to take a turn out on the road and see how the Beacon street extension was progressing. It certainly is an eye-opener to the man who remembers this thoroughfare as it appeared a year ago. Landmarks have been obliterated and grades so changed that it is almost impossible to recognize the once familiar localities. Out as far as Harvard street, Brookline, the grading is almost completed, and the double track for the horse cars is laid. Beyond this point to Washington street, "the Punch Bowl road," grading is well along, and several hundred sons of Italy are busily plying pick and shovel. At Harvard street the road is to be 190 feet wide; in fact this is to be the width of the completed boulevard. Nothing has been spared in the ruthless path of this improvement; several very handsome residences that last year stood on the side of old Beacon street are now simply memories, whilst the beautiful grounds that surrounded them have been either cut away or buried under in compliance with the inexorable fiat of the presiding engineer. The short but steep hills that used to rise each way from the "Punch Bowl road" will, when graded as intended, become very easy rises; while at Harvard street nearly the whole surface of the road clear out to the Boston and Albany Railroad bridge will be visible. In fact, all the hills that once existed on Beacon street between the city and the reservoir will be reduced to the easiest kind of grades. Judging from the energy with which the work is being pushed we should hope to see the completion of it during the coming year, and when it is done it will be one of the very finest avenues in the world. We took our Victor safety on this expedition of investigation, and as our road lay over some surfaces akin in their roughness to a well-developed plowed field, we had ample opportunity to test the "safety" question of the rear driver. The afore-mentioned sons of Italy seemed highly amused and interested at the manner we negotiated ruts, holes and loose stones. We pushed her right through with the same confidence as though we had the smooth surface of the completed roadbed under our wheels. Beacon street improved will be another strong hook in the claim that Boston is "the wheelman's paradise."

"WANTED, INNS."

The above little sketch of the present condition of the new boulevard and the consequent thought of how blessed Boston and her suburbs are in the possession of hundreds of miles of superb riding surfaces, suggests to us how utterly devoid this country is of the charming little wayside inns that add so much to the pleasures of cycling in England. We have nothing of the kind in the United States, and the saddest part of this reflection is that we probably never will have anything like them. With all due respect and admiration for the most excellent qualities of the American Boniface of the rural districts, he and his surroundings lack the snug, home-like charms that are so attractive in the many little wayside inns of England. The most ultra admirer of things "American" must admit that there is a certain raw, frigid and most uncomfortable air about the average country tavern. Certainly the impression of hospitality is annoyingly absent, and in place of the customary (not invariably) warm yet quiet welcome of the British landlord or landlady we have a kind of "You're-here-on-sufferance-and-the-sooner-you-get-the-better-we'll-like-it" kind of air on the part of the American rural innkeeper, his wife and may be his daughter. But then the birthright of the American is independence, and the average country "hotel" keeper must assert this at all hazards, even at the risk of being impolite; and by the way how often politeness is

scouted at and avoided by certain boors who imagine that politeness and servility are synonyms. It is a cold, cold fact that the ideal country innkeeper is an extinct genus in America, and we are assured he is not as "invariable" in England as he was half a century ago. So much for the march of improvement; so much for the introduction of steam. We would not go back or stand still, for the good and comfort we get out of advanced civilization is more than compensating us for what we lose from the benefits we might get on the roads like unto the "good old coaching days." It seems hard that the inexorable rule, "where there is a gain there must be a corresponding loss," cannot be relegated to the obscurity of obsolete sayings.

#### THE CAUSE THAT LEADS TO IT.

"I'm going to give up riding after this season," said a well-known wheelman to us the other day. We of course regretted to hear such an announcement, and with the interest of the sport at heart we at once threw ourselves into the breach and tried to turn the backslider from his intention of abandoning the wheel. Knowing the cycling history of our friend, we felt our efforts would prove unavailing, and we were correct, as the sequel showed. We say above, "knowing his history," &c. "Well, what was his history?" you ask. In brief, interested reader, it is one of "scorching" and "records." He was one of those unfortunates who has mistaken paste for diamonds and tinsel for gold. The cyclometer was the little god our friend worshipped, not as the very necessary and useful instrument to record distances in a pleasant ride, but as the miser sees the gold coin in his safe, not as a means of procuring comforts, but as one more added to the horde not to be parted with. So our record fiend prizes the miles recorded, not as reminders of a pleasant hour's time on the country roads, but as evidence of another mile added to the thousands he has already covered as an automaton, and with as much appreciation of nature's wealth and beauty as the machine of steel and rubber that he bestrides.

Out, on the nature that does not respond with quickened pulse at the sight of a well-contested race on road or path. All honor to those who thus honestly strive for fame or dollars on the cinder circle. That is an ambition of a different kind from the rider who, in cold blood, aims to put miles behind him, oblivious to all his surroundings except those of grade and surface. Club members have thought they were doing a good thing in offering medals for the longest distances ridden in a given time. We are aware we place ourselves in a position to call down a perfect storm of indignation when we say that these misguided medal offerers are doing the sport absolute harm; as we assert, without any reservation, that nine out of every ten men who capture or contest for these long-distance prizes will give up riding much sooner. Some will say, "How can you prove it?" We answer: Investigation will show that the average riding life of the man who uses all his senses while taking a brisk ride is twice as long as that of the scorcher, and the reason is that the former gets in one day's ride more real enjoyment and benefit than the inveterate record man can possibly get in one whole year. Show us the man who is struggling for a 5000 mile "record," and we will show you a cyclist who by the time his ambition is reached will have such a surfeit of bicycling that he will turn toward the opening of the following season with a decidedly jaded desire for riding, even if he does not turn away from it with absolute disgust.

Such cases are the "dissipation of cycling," and should be avoided. In our paper and in our talks with tyros we have always preached "moderation," because in "excess" we can see the inevitable result. We agree with Mr. Hillier in so far as his idea of super-intelligence is applied to cycling on the road. The towns of A and B are twenty miles apart; to Jones this means a desire to get there in a much shorter time than that done by Smith; or it may convey the significance that to traverse it will make his cyclometer turn the four thousandth mile, and with that intent he goes over it. The sweet air, the thousand and one beauties and events of interest that pass and take place within hearing and eyesight are as naught to him; the four thousandth mile is reached and he is happy. We have preached this anti-scorching doctrine many times, but it is a subject that will bear reiteration—hence we reiterate.

ANY lady cyclist who desires to make to any other cyclist (or *vice versa*) the most suitable Christmas present which so small an expenditure can possibly bring, should send \$1.25 to this office and receive post free by return mail, a copy of "MY CYCLING LOG BOOK."

If the riders of New York are made of the same stuff that they are in classic Boston the road between New York city and Tarrytown will swarm with cyclists immediately after the clocks strike the midnight hour on the 31st of the month, for we hear that the

proprietor of the Franklin House, Tarrytown, N. Y., will present a two-quart bottle of wine to the first New York city wheelman who arrives at his house in 1888. Our own palate grows dry and parched when we think of that *two* quart bottle.

#### ECK RAPS THE FIFTY-MILE IN-DOOR RECORD.

AT the Washington Rink, Minneapolis, Dec. 10, Tom Eck rode fifty miles in 3:18.50, which is record for that distance in-doors.

#### DINGLEY'S 24-HOUR IN-DOOR RECORD, 350 1-2 MILES.

FRANK DINGLEY is a worker, a doer of deeds, and not a talker, and so he has been working persistently to get himself into condition to beat W. J. Morgan's 24-hour in-door record of 317 1-8 miles, in December, 1886, made on the same track Dingley had selected for his trial. At 9.25, Dec. 10, at the Washington Rink, Minneapolis, Minn., F. Dingley was started along on a new 53-inch Champion Light Roadster. McCurdy took him along for eleven miles, and then Whittaker and Knapp succeeded each other in the performance of the pacemaker's duty. The first two hours Dingley had put 36 miles behind, and by the time the watches had recorded 5h. 22m. 25s., he had covered just one hundred miles. For the first time since starting, he got off his wheel, and was absent from the track nearly eight minutes. Again he got into his saddle, and did not leave it until the second century had been covered, on the completion of which an examination of watches showed the time as being 12h. 56m. 50s. since the start. This time he took a rest of twenty-five minutes, had a good rub-down, and came out for the third time feeling fine. As he crossed the 250-mile mark, the timer gave the time as 16h. 39m. 42s. He again took a short rest of five minutes, and then he pegged away for the 300-mile mark, which he reached in 20h. 16m. 12s., and then he got off for a short final rest. The strain was evidently beginning to tell on the plucky rider, but Dingley's strong point does not lie all in speed and endurance, for when these have been taxed to a pretty high point, he calls in his reserve force of grit, and then he gets there sure. It was a hard pull from the 300 to the 350, but his pacemaker cheered him on his way, and the crowd did what it could, by keeping up a continuous cheering as he sped round and round. The 325-mile was passed in 22h. 6m. 55s., and poor Dingley was very tired. Still, he hung right on to his pacemakers, determined to do the 350, or die in the attempt. He was looking worn out, but his legs kept up their piston-like regularity, until at 9.21.58, just 24 hours, lacking 2 seconds, from the time he started, he had covered exactly 350 1-2 miles, and so got the in-door record by a large majority.

Dingley was carried to his room, where Eck and a doctor were all ready to make the "good old" fellow comfortable. After a good rub-down and an hour's rest, he once more began to feel as though he had a pair of legs, and he said he was feeling "almost all right again." Dingley is a Minneapolis boy, and his success was very popular.

[We imagine our correspondent forgot to give us the names of the officials. We have written for them.—ED.]

#### SLEEP AND CYCLING.

AT the meeting of the Society of Cyclists held last Tuesday, Mr. Alfred Nixon read a very interesting paper upon this subject. The statistics unearthed by Mr. Nixon merit a wider circulation than even our friends of the society can give them, and we accordingly summarize as follows, asking our readers to imagine Mr. Nixon's apologies to the learned assembly for his want of experience in the matter of compiling and reading such a paper, an apology, by the way, but little needed. Mr. Nixon selects the long-distance rides of Messrs. G. P. Mills, T. R. Marriott, James Lennox, and himself for the purposes of his paper, as follows:

#### MR. ALFRED NIXON'S RIDES.

1882. August 31st—"Premier" Tricycle, weight 105 lbs., including all luggage; distance, 1,007 miles; time 14 days; rest, about 112 hours; riding 224 hours; pace, about 5 miles an hour, including stoppages: 9 days wet; average distance per day, 72 miles.

1883. August.—London to John O'Groats. "Sparkbrook" tricycle, weight, 90 lbs.; distance 750 miles; time, 9 days; rest, 72 hours; riding, 144 hours; average pace, about 5 1-4 miles an hour, including stops; average 84 miles.

1884. August.—Land's End to John O'Groats. "Imperial Club" loop frame, weight 90 lbs., with luggage; distance 865 miles; time, 8 1-2 days; rest, about 64 hours; riding 140 hours; pace, about 6 miles an hour, including stoppages; average distance per day, 101 miles.

1884. August.—London to Edinboro'. "Imperial Club," central gear, weight about 80 lbs.; distance, 400 miles; time, 2 days 23 hours; rest, about 17 1-2 hours; riding, about 54 hours; pace, 7 3-4 miles an hour; average per day, 132 miles.

1887. April.—Edinboro' to London. S. S. S. tricycle, weight, 68 lbs. Left Edinboro' Good Friday; reached Belford (72 miles) at 1 A. M. on Saturday; rested on doorstep in rain 1 1-2 hours, and eventually reached Newcastle (120 miles) at 6 P. M., 30 hours from Edinboro'; average pace, 4 1-2 miles an hour. Weather and roads simply awful; nearly frozen.

#### MR. G. P. MILLS'S RIDES.

The following are the particulars of Mr. G. P. Mills's two rides from Land's End to John O'Groat's; the first being on an ordinary bicycle; the second on a tricycle, weight under 60 lbs., with pace-makers all through, viz.:

- Land's End to John O'Groat's, 865 miles (on bicycle)—
- First night.—3-4 hour.
- Second night. No rest; rode right through.
- Third night. 3 hours' sleep in clothes on board steamer and in railway carriage.
- Fourth night. 1-2 hour on sofa in clothes.
- Fifth night. No rest; rode right through.
- Land's End to John O'Groat's, 865 miles (on tricycle)—
- First night. 3 1-2 hours in bed.
- Second night. 3 hours in bed.
- Third night. 1 hour in bed.
- Fourth night. 2 hours in bed.
- Fifth night. 1 hour in clothes on sofa.

#### MR. T. R. MARRIOTT'S RIDES.

Mr. T. R. Marriott, who for a long time held the tricycle record between Land's End and John O'Groat's, writes: "When I first thought of going the John O'Groat's trip I had never ridden more than twenty-four hours at a stretch, so was rather doubtful whether I could last out many days with only two or three hours' sleep per day; but from my experience in several twenty-four hours' rides I found I was seldom any the worse, but generally rose as usual the next morning without feeling sleepy, so I planned out my journey, leaving only from three to four hours per day for sleep, and I found I could carry out this in practice without undue disarrangement of my health; in fact, I had much less on the average during the six days. I believe I was the first to try the experiment of having so little sleep on the John O'Groat's course. At the finish I went to bed at 9 P. M., and was up again for breakfast at nine the next morning, although for a full week afterwards if I sat down in an easy chair or on a sofa in a warm room I was asleep in five minutes. This actually occurred to me several times. The only time on the journey when I felt the want of sleep or felt drowsy was just before reaching Kingussie at 2 A. M., and I had then been eight hours riding in a snow storm and in the dark, and had ridden from Kendal to Kingussie with only one hour and forty-five minutes' sleep, a distance of 260 miles, over a very mountainous roads (and the next 200 miles I had only 1 1-2 hours sleep), and here I dismounted my machine and laid my head on the saddle and slept for five minutes and then went on without feeling the slightest return of drowsiness. In conclusion, my idea is that if any one were trained for three weeks to go with very little sleep, say commencing at six hours a night and then working down to two and given a week's rest before starting, he could do the John O'Groat's ride with about six or eight hours' sleep only.

#### MR. JAMES LENNOX'S RIDES.

Mr. James Lennox, of Eden Bank, Dumfries, who has ridden over the John O'Groat's course oftener than any other rider, writes:

"In answer to your enquiries as to how sleep affected me in my long rides I can say:

First—I required on an average from two to three hours, and I found this quite sufficient.

Second—I preferred to get it (in the long days) about twelve or a little before that, and get under way next morning about 3 o'clock.

Third—if I went to bed as late as 1 A. M., I could always wake myself by 3 A. M., without the aid of Boots or alarm clock.

Fourth—I have ridden three days and nights without once shutting my eyes, and only felt, about midnight, rather overtaken with sleep, but this wore off and as day broke I never felt I had been without it.

I found it a great help to keep me from sleeping to hold my head under a pump or a small cascade of water, as it cooled my head, and washed any dirt out of my eyes.

I have fallen asleep on my bicycle, but only, so far as I can recollect, on two occasions; the first, a friend met me and found me pegging away sound asleep; and the other, I found myself in a hedge.

The last time I rode from Land's End to John O'Groat's I slept

but little, although my energies were taxed to an extra extent, as I never once had a dry day, and my longest sleep was two and a half hours; but, as you yourself know, two hours of such sleep is worth eight hours of an ordinary one.

I may be the exception, as my usual sleep all the year round is on an average about five hours.

My long rides have been conducted single-handed, and I don't know how I should have done had I had an attendant with me.

My age is thirty-one, and my rides have been undertaken for the last seven years."—*Wheeling.*

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#### BICYCLES AND TRICYCLES.

(From Road and Roadside.)

(Continued.)

The use of cycles under certain restrictions on sidewalks is permitted by ordinance in Paris, and some other European cities, and such use is not specifically prohibited by statute in most of the cities of this country and of the English-speaking cities of the world. Neither is there a special prohibition of the use on sidewalks of carriages, wagons, sleighs, and other road vehicles and animals; but there is a clear distinction in law between the right to use a sidewalk on foot and the right to use it with horses and cattle and carriages. (130 Mass. 330.) Sidewalks are chiefly and primarily intended for the use of foot passengers, and it seems reasonable that the use of them should be forbidden to bicycles, tricycles, and other vehicles. It seems no court of recognized authority has ever decided, as a matter of law, that a bicycle or tricycle cannot be used on a sidewalk; and should the question arise, it would probably be left to the jury to say whether the sidewalk had been improperly used, under all the circumstances of the case. (2 Foster & Finlason, 570; 138 Mass. 1.) Bicycles and tricycles are permitted to be used in Fairmount Park, Philadelphia, and in many of the other public parks and commons of this country. But their use is not allowed in some public parks and commons. And where their presence is forbidden, by parties duly authorized by legislative authority, the courts sustain their decisions as within their discretionary power.

In England, by Act of Parliament, (41 and 42 Victoria, c. 77, §26.) the county authorities are given power to regulate the use of bicycles on the highways, and any violation of their rules and regulations relating thereto, is punishable by a fine not exceeding two pounds.

In this, and many other States of the Union, cities and towns have authority to regulate by by-laws the use of the public ways therein within the limits prescribed by the legislature. (Pub. St. c. 27, §15 and c. 53.) They may prescribe the maximum rate of speed at which animals and vehicles shall be driven, and also prohibit their use upon the sidewalks and their stopping upon the crosswalks. This authority is vested in the county commissioners in some of the States, and frequently park commissioners and trustees of cemeteries are clothed with power to regulate and prescribe the use and management of animals and vehicles within the territory under their control.

In the matter of Wright and others (36 N. Y. 357.), it was decided that the Park Commissioners of New York City have power to adopt ordinances prohibiting the use of bicycles in the Central and other city parks. The act of the Legislature creating the board of commissioners, gave them the full and exclusive power to govern, manage, and direct the said parks; to pass ordinances for the regulation and government thereof. The parties under arrest for violating the ordinance of the commission, claimed that the ordinance was unreasonable and illegal. The court, after reviewing the case, came to the conclusion that the ordinance was within the discretionary power of the commissioners, and that the court cannot say, as matter of law or fact, that it is unreasonable.

Most of the existing statutes relating to highways and their use were enacted before the bicycle and tricycle were known, or before they had come into general use, and therefore they have to be interpreted by the courts in their application to these vehicles, in view of the object of each statute, rather than by any specific use of the language therein. So there may lurk in these old statutes possibilities of safety, and perchance of danger, to the cyclists, little dreamed of by the authors of the acts.

In 1879, one Goodwin rode his bicycle at such a furious pace through a public street in London that he knocked down and in-

jured one Taylor. Taylor sought redress at law, and the magistrates of Highgate convicted Goodwin for furiously driving a carriage in a highway, under an Act of Parliament passed in 1836, which prohibits any person from riding any horse or other animal or driving any carriage so furiously as to endanger the life or limb of any passenger. Goodwin having succeeded in riding his bicycle at a break-neck speed through a public street, appealed the case, and undertook to drive his bicycle through the Act of Parliament. His counsel argued before the Queen's Bench that a bicycle is not a "carriage" within the meaning of the act, nor can it be said to be "driven" in the ordinary sense of the term. Bicycles were unknown when the act was passed. The act refers to carriages drawn by horses or other animals. A person is never said to "drive" a bicycle. The fact that a bicycle has wheels does not make it a carriage. A bath-chair or wheelbarrow would not be a carriage within the act. It would be far too wide a construction to hold that every apparatus by which a man is carried is a "carriage." Wheeled skates would be a carriage under such construction.

The Court of Queen's Bench decided that Goodwin had been properly convicted, and said: "It may be that bicycles were unknown at the time the act was passed, but the legislature clearly desired to prohibit the use of 'any sort of carriage' in a manner dangerous to the life and limb of any passenger. The word 'carriage' is large enough to include a machine, such as a bicycle, which carries the person who gets upon it, and such person may be said to 'drive' it. He guides as well as propels it, and may be said to drive it as an engine-driver is said to drive an engine. The furious driving of a bicycle is clearly within the mischief of the act, and seems to be within the meaning of the words, giving them a reasonable construction." Thus it has been decided that a tricycle capable of being worked by steam as well as by treadles, is a locomotive within the meaning of the Locomotives Act of Parliament, 1865, which provides that "every locomotive propelled by steam, or any other than animal power, on any turnpike road or public highway, shall be worked" according to the rules and regulations thereafter contained. Sir Thomas Perkins, Bart., invented the motor tricycle after 1865, and used it upon the public highways without complying with the rules and regulations of the Locomotives Act. It weighed about two hundred pounds, and the tires of the wheels were of India-rubber, and were about one and a half inches in width. It was capable of being propelled by the feet of the rider, like the ordinary tricycle, or by steam as an auxiliary, or by steam alone. There was no smoke, no escape of steam into the air, nor anything to indicate that it was being worked by steam, nor anything which could frighten horses, or cause danger to the public using the highways beyond any ordinary tricycle. Lord Coleridge, C. J., in rendering the decision of the Court of the Queen's Bench, said: "It seems scarcely necessary to do more than to read this description, in order to show that the tricycle in question comes within the words of the above statutes as being 'a locomotive propelled by steam, or any other than animal power.' It cannot be less within this description because it is capable of propulsion in the ordinary way, by the foot of the rider, it being expressly found in the case that the steam power was sufficiently powerful to move it if desired, without the foot motion. It was argued, however, on behalf of the appellant, that such a machine could not have been within the contemplation of the framers of the statutes in question, which apparently were intended to be directed against the use of locomotives larger in size and heavier in weight, and therefore more dangerous to persons using the public highway, than the locomotive in question. It is probable that the statutes in question were not pointed against the specific form of locomotive which is described in this case. Indeed, such a locomotive was not known when they were passed, and possibly not contemplated. As, however, it comes within the very words of the statutes, it seems to us that we cannot, on any true ground of construction, exclude it from their operation; and it may be observed, that even if the fullest scope be given to this argument, the explanation that the principle of invention was capable of extension to larger carriages, would show that a locomotive similar in construction and principle to that which is the subject-matter of this case, might, by reason of its size and power, become much more dangerous; and if this be so, the question to be considered in each case would not be whether the locomotive in question properly came within the language of the statutes, but whether, by reason of the size and weight of the particular machine, it came within the mischief supposed to be contemplated, which show that such an argument is vicious." (7 Q. B. D. 317).

(To be continued.)

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#### TRADE NOTES, CLIPPINGS, AND ALL SORTS.

MESSRS. SINGER are the first among cycle manufacturers to be favored with war office patronage, having recently received an order for a variety of machines, including a twelve-in-hand "Victoria."

THE improvements now being made, and which are nearly completed, by the Hart Cycle Company, will give an increased boom, without doubt, to things cycling in Philadelphia. The whole lower floor of the building has been thrown into one large show room, the apartment formerly given up to the repairing of machines now being devoted to the exhibition of them. The repair shop has been removed to the second story, and instead of having to send heavy work to West Philadelphia for attention, everything in the way of repairing can now be done nearer home. Up to the present time Philadelphia has not been as well fixed as other smaller cities in the matter of facilities for attending promptly to the needs of cyclists, but everything progresses, even race meetings.—*Philadelphia Item*.

OUR Irish contemporary, the *Cyclist and Athlete*, is responsible for the coinage of a new word, "noteleer." We judge from the way in which Mr. Meerey used it that he wishes it to take the place of the noun, "correspondent." We admire the ingenuity of the gentleman, but we scarcely think it will be generally used, as the "dictionary word" is amply expressive for our present needs.

ANY lady cyclist who desires to make to any other cyclist (or *vice versa*) the most suitable Christmas present which so small an expenditure can possibly bring, should send \$1.25 to this office and receive post free by return mail, a copy of "MY CYCLING LOG BOOK."

THE Lincoln Bicycle Club house, of Chicago, situated at 567 North Clark street, is thus described by an old correspondent of the *Journal*, "Geis": "It presents a comfortable, handsome appearance to the passers by, but he who pauses to look within can see the handsomest and best arranged club house for bicyclists in the city. A great part of the basement is used for the wheel room, a cosy little repair room, bath rooms and furnace room, and a place for lockers when the gymnasium is built. The first floor is papered in a delightfully artistic style, presenting a pleasing picture to the trained eye that looks for harmony. Two very large parlors, a gayly-arranged card room and library are on this floor. The second story is devoted to a large reading room, where one can find all the cycling papers, popular weeklies, magazines, etc., on their respective files. Another very large room is devoted to billiards and pool, a case of imported and domestic cigars, where a member can buy three LaGratitudes for a quarter—they sell fifteen cents straight everywhere—and a member can actually save enough on cigars to pay his monthly dues. One more card room we find on this floor, proving that the club has some very "gamey" members. The Lincolns will buy their house and build on to it a gymnasium."

*Sport and Play*, published at Birmingham, England, notices some trivial mistake made by an American cycling journal in a statement relating to the N. C. U. and the *Review*. It winds up by saying: "Some of our American exchanges are not up to date." All very good, but for a paper that is so very hypercritical, the following item is a corker: "Senator Morgan has ventured to boast that *his cow-boys* (italics ours) can give the cyclist a day's start, and beat them."

THE January *Outing* will publish Tom Stevens' celebrated ride of 1800 miles along the Grand Trunk road of India, from Lahore to Calcutta. His description of the burning Ghats at Benares, and his adventures in Delhi, Lucknow, Cawnpore and other native cities, made memorable by the tragic part they played in the Indian Mutiny, is most fascinating reading. The illustrations will include a "nautch" by Indian dancing girls and the renowned Taj of Agra, and are by Messrs. Moessner & Knickerbocker.

THE clubs in Philadelphia must be booming, as we are told that "The combined membership of the different Philadelphia cycling clubs must now foot up in the neighborhood of 700. Two clubs alone divide between them almost equally 300 of this number, the Philadelphia Bicycle Club is not far behind with over 100 members, while the South End Wheelmen can count up nearly 50."

WE learn from the *Bee* that the following alterations at the Lynn track to accommodate the base ballists are to be made early next spring: "The dressing room or trainer's at the lower end of the track is to be moved to the upper end, near the grand stand, for the use of the players. The grand stand will be improved and its seating capacity increased, and better accommodations are to be given to single admissions, and also to the scorers and newspaper men. Although no extensive alterations will be made, these, the most necessary, will be commenced early in the spring."

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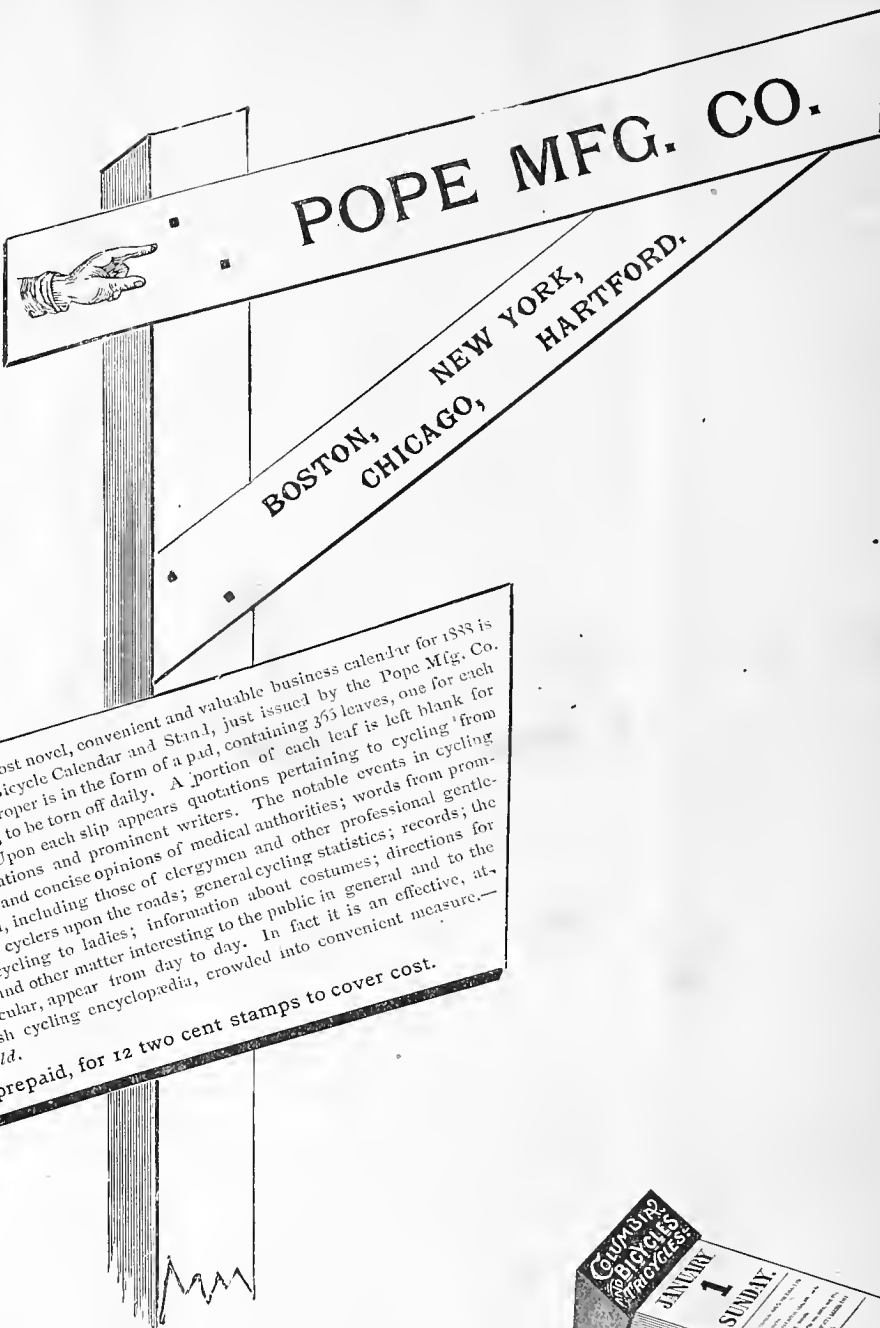
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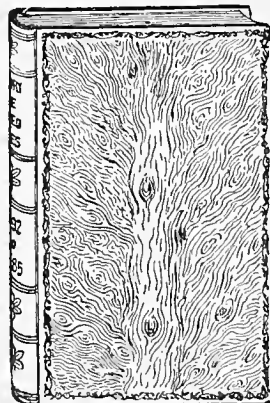
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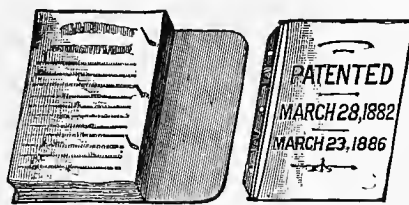
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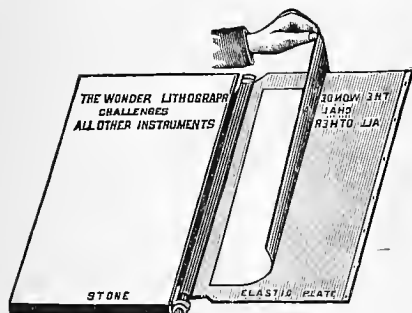
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**BICYCLING WORLD CO.,**

**12 Pearl Street, Boston.**

Agents for the Wonder Lithograph Company.



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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 30 DECEMBER, 1887.

OUR subscribers must pardon us if we are a bit late in this and the next issue, as Christmas Day and New Year's came at an awkward time of the week.

WOULD it not be churlish at this season of the year, if we did not in some way wish all our good friends our heartiest good wishes. Let the cynic "pooh, pooh," the custom, and aver that Christmas and New Year's greetings are "words, mere words." That may be so, but let such who are tempted to scoff at the "words" and the feelings that prompt them, bear in mind the fate of Scrooge in one of Dickens' incomparable Christmas stories. The tendency of the age is altogether too much utilitarian, and, in fact, it has come to pass that a man who dares to show the least feeling or sentiment, is looked upon by his more practical fellows as being a weak chap and one to be kindly tolerated. To smother all motives except the utmost selfishness, seems to be the proper caper now-a-days; the "milk of human kindness" has turned sour in the misanthrope's stomach, and he regards life through jaundiced and distorted spectacles. Thank goodness, we are not all cynics, and that occasionally a hearty word warmly spoken receives a like response. Yes, the wish, "a Merry Xmas and a Happy New Year," is a chestnut, a good old, hearty old "chestnut," and one that should improve with age, and does improve if the heart is in the right corner.

The Boston Bicycle Club will celebrate one of its birthday parties to-morrow evening.

An exhibition of the Kempster Rowing tricycle was given at the Mechanic's Fair Building on Thursday afternoon.

RALPH TEMPLE beat Bob English in a ten-mile race at Newcastle, England, lately; and Dick Howell got beaten by W. Wood at same place and same date in a five-mile race.

ONE of the good results of the recent visit of Her Majesty Queen Kapiolani to the Modern Athens, was that she became enamored of tricycling, and she now astonishes the paroquets and monkeys of her native jungles by making records on a two-track Columbia.

WM. ZABLE, of Louisville, Ky., will bring suit for damages against Edward A. Lawson of the same place, because, forsooth, Zable's horse became frightened at Lawson's bicycle, ran away and smashed things generally. As to the damages, so long as Lawson was riding his bicycle within the law, we can only say to William: "Don't you wish you may get it?"

### A GHOST STORY.

It was past four o'clock, and the "staff" of our journal had beat a hasty retreat from the editorial sanctum, each wishing us a Merry Xmas. The day had been one of unexpected quiet, and little remained for the editors to do. So, taking a choice "flor del Cuba," one of a box presented by the generous and appreciative proprietor, we lit the fragrant weed, and adopting the position peculiar to Americans, we let our brain go wool gathering.

The December twilight quickly gathered, and as quickly departed. No sound save the click of the elevator was heard; and the familiar features of our clerk gradually assumed fantastic proportions; and the staid, reliable, old safe, custodian of our subscription list (circulation sworn to) seemed to present to our dim, curtailed vision an appearance foreign to itself. The painted allegory on its face of a woodland scene faded, only to be replaced by what seemed like unto the features of a pale, wan face. A face indistinct, but peculiarly intense; a pair of tear-dimmed eyes shot their brilliancy across our desk towards us; the *tout en semble* was one that told of opportunities, of "moments of gold" basely deserted. With a slight but perceptible shiver, the same figure advanced, and then we saw that round his neck he bore a chain, from which dangled a large iron ball. Somewhat inquisitive, we tried to read the inscription thereon, but could only decipher the following legend: RACING BOARD. This in years past was a popular legislative committee of our national organization, but many weary moons had lapsed since its popularity had faded.

Animated with the hope of gleaning some information for the readers of the BICYCLING WORLD, we broke the silence and timidly asked our visitor's name. In a voice tremulous with emotion, the figure replied:

"I am the ghost of cycle racing, once the worshipped and followed of all true wheelmen, but, alas, dethroned and garroted by the chain which I now bear."

"Why should you visit our habitation, when much more familiar faces might be met on School street?" we asked.

"Why, oh, why, indeed?" came our answer. "The bonds of union are now severed, the familiar faces are now seen in their true light; the faces I thought friendly are now the faces of my assassins, and to them and the cursed burdens I bear, I trace my present abject condition."

"Tell us your sad story, oh ghost of racing," we asked. "Tell it completely, tell it fairly and our journal shall carry the story of your wrongs to the uttermost ends of Chelsea."

Seating himself on the serrated edge of our office press, the decrepit old ghost wheezed out the following sad yarn:

"I will not take your time in recapitulating my lusty youth and glorious manhood, the history of this is written in the success of Springfield, in the world-wide reputation of our mighty records; suffice to say that I flourished and grew like the girt of my erstwhile boss. The cycling world was filled with the story of my greatness, and anticipation of future victories, founded on evidences of past success, pointed to me as the greatest of my species. Albion and Gaul recognized my pre-eminence by sending her speediest sons to take part at my jousts, and Columbia gave the greatest of racing men to my service. Alas, now my greatness has departed, and like unto a club in this great city, I exist only in name."

"Tell the story of your assassination," we said.

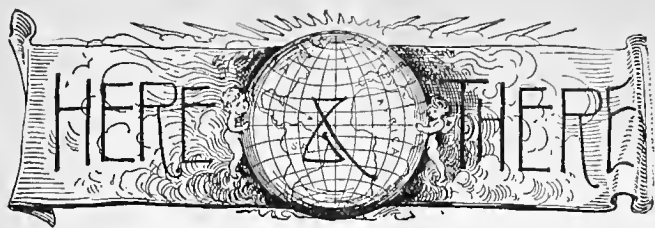
With a groan our grim caller continued: "Whilst in the full tide of my manhood, I was basely deprived of my speediest youths by a board of amateur legislators, whose knowledge of my requirements was not gained by experience, nor their action governed by intelligence.

In the hope of catering to every passing breath of public opinion, they basely betrayed the charge intrusted to them, and for reasons or whims known only to themselves, left me childless and alone. But my revenge is at hand, and already the public, my creators and patrons are clamorous for the dismissal of the gross incompetency that has attached this ball and chain to me. Their downfall and epitaph is written on the grass-grown courses of Lynn, of Hartford, of Roseville, of peerless Springfield, and with the strength of a new generation of cyclists. The famous Jersey doctor and his followers are likely to be deposed. Already new blood is coursing through my emaciated frame. The return from long banishment of my promising sons, and the demand for a more liberal interpretation of the amateur law, bespeaks a period of coming greatness, and a return once more of my supremacy.

My chain must be broken. My progress in the interest of healthy, honest racing must not be interfered with by a lot of meddling old fogies. I feel the spirit of prophecy, on this the eve of Xmas. The coming year, I ask to be one of prosperity. Won't you, Mr. Editor, ask your readers to support me, to aid me in gaining my freedom, to raise up a champion for me."

The ashes dropped from our cigar. Following the ashes with my eyes, momentarily I lost sight of the ghost of racing; when I raised them he was gone.

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## ENGLISH LETTER.

"SENATOR."

LEAVING the gay French capital on Friday, Nov. 25th, by the "French Express" (which, by the way, is slightly inferior to British railroad travelling), and after a ride of six hours, landed us at Calais, and in a few minutes, the handsome little steamer, "Express," commenced to battle with the turbulent waves of the Channel. Arriving in the "city of all cities" (London) at 7 P. M., we found "good old London" enveloped in a very "fine and large" fog, which made navigation by foot or cab very difficult indeed.

HAVING an hour to spare, I took the underground railroad, and in thirty minutes the murky, crowded cars deposited us in front of the mammoth iron building, designated "Olympia," in West Kensington, now used by the splendid equestrian display of the famous Paris Hippodrome. The immense proportions of the above structure can be better imagined when the fact that a thoroughly-equipped military railroad is in full blast, to illustrate warfare in the desert. The train dashes out of one end of the building, full of uniformed soldiers, and circles the building at full speed. It stops, discharges its cargo, and whistles merrily, and disappears the way it came in.

THE performance given by the management of the Hippodrome rivals even Barnum's, and the tone in which the show is conducted, further enhances its value. Mr. Henry Houk, the manager, is a Frenchman, with a good knowledge of English, and a few minutes' talk with the famous manager in his private office was full of interest. Mr. Houk counsels against cycling enterprise in Paris, and in fact, all France, and gave me much useful information, as only a first-class manager can. If things can be arranged in Paris, the fates will be tempted, and the issue will be either costly or profitable. It is certainly worth a trial.

ARRIVING in this city, Newcastle-upon-Tyne, I found the preliminaries for our six-day race, which closed last night, in a very favorable condition, thanks to the efforts of Mr. T. D. Oliver, the pushing agent for Rudge & Co., for the northern counties, and who has a very handsome depot in the centre of the city.

THIS is our third visit to this district, the Woodside-Battensby and Temple-Medinger matches last summer, being our former business here. Newcastle has a population of some hundred and fifty thousand, with another two hundred thousand within a dozen miles of it, and the district is known as a "sporting one." The entire district was liberally "billed," so it was no wonder the prices had to be doubled on the last night, and even then the order rang out, "stop selling tickets," as the safety of the bridges and competitors were in danger from over-crowding. The Mayor (Mr. Stevens) and the members of the City Council were present at the start, and before the word "go" was given "His Honor" addressed a few words of encouragement to the "boys," recommending at all times, temperance as a means to excel, as the Mayor is a strong temperance advocate. During the "lecture" several sly looks were directed to "Dick" Howell, who looked uneasy during the "address."

THE track was built by the famous ex-champion, G. W. Waller, now engaged in a large way in building enterprises, his two brothers being members of the Town Council. The track was only twelve laps, and was a model of good board track building, and perfectly safe, the curves being raised three feet in twelve, so that the "sprinters" who were engaged in short contests during the week, pedalled often at a 2.40 gait at the finish. To see the mammoth champion, Howell, slip around on a 56-inch "board machine" was a caution. By the way, Howell has "sworn off," and henceforth will be a true apostle of the "blue ribbon brigade." He is rapidly improving his speed, even on a small track, and next year will be faster than ever.

THE race just closed was remarkable for the fine riding of another Scotchman, James Young of Glasgow (late of Aberdeen). It will be remembered Young is the man who, in making his debut in Aberdeen, defeated Howell, and won the three-hours-per-night race. The way "Jimmie" stuck to his work and chased the veteran six-day

Battensby home at the finish, has already made the Aberdonian popular. Remembering it was his first six-day race, and his sitting the eight hours each day, and his age being only twenty years, and the distance beating all previous eight-hour-per-day records, is all the more remarkable. Battensby by rather questionable riding succeeded on Saturday (the last day), in gaining a lap on Young, with the help of two henchmen, local riders, who did all they could to pull their man through by pacing, while the Scotchman was alone, barring a little help in pacing by little Charlie Terront, of France, who finished third out of eight starters.

THE little Frenchman, it will be remembered, composed one of the team that Harry Etherington brought to America (in 1880, I believe), and who rode second to Waller in the two great contests in London, in 1879, being, Waller declared to me the other night, the hardest contests he ever rode. Terront forced Waller to remain in the whole ten hours the last day, to win the championship belt. Terront, like Dubois, can speak but little English, but the good-natured crowd is very fond of the French lad, and cries of "gang on Charley," never cease. When the band strikes up the "Marseillaise," away dashes Terront and Dubois, and create great excitement by their dashing style. Poor Dubois, through a very bad knee, broke down the first twenty miles, and after consulting a surgeon, the American team decided to pay his expenses and send him home, as Dubois is a fixture with the team, being an exceedingly gentlemanly and popular rider. His past performances are too well known to need recapitulation here.

THE distance covered in the six-day, eight hours per day, was 792 miles 3 laps, Young just beating Battensby by half a wheel, with the rest of the lap to the bad. The record for America was made on the Minneapolis track by the writer, and stood as a best on record (728 miles, I believe) until last week's here, which eclipses all previous times made. The sprinters who rode short races during the week, were Howell, Wood, English, Lees, Cleminson, Temple, Morgan, and others.

TWO short races each night, with "trick" riding by Temple, as Maltby is at present disabled with an injured leg, kept the audience fully interested. The "gate" on the last night was a "best on record" for this district, and for England, for that matter, as it has never been approached.

AT last I have in my travels found a National Cyclists' Union official who takes a broader view of cycling as a sport than his Edinburgh and London confreres—Mr. Hart, the Secretary of the local centre of the N. C. U., convened a special meeting of his officers, as the local amateurs wanted a race; so we decided to give them good prizes for a two-hour-per-night race, extending over three nights, under N. C. U. rules and the American team's management.

YOUR correspondent will be present at Hartlepool on Saturday (D. V.), and will endeavor to give you an account of the launching and christening of the *Cyclist's* "Jubilee Life Boat." I telegraphed Mr. Sturmey to-day, stating the American team and the whole of the competitors in the late race would be present. It will be a deserved "big day" for Henry Sturmey and W. S. Iliffe and their "Cyclist" Life Boat. We'll drink you health, Mr. Editor, and hope to return to Birmingham none the worse for the "christening."

YOUR editorial "warning" regarding the proposed visit of an European aggregation under the "Senator's" eye, and the possibility of the Roseville and Lynn tracks being *hors de combat* by that time was duly noticed, Mr. Editor. In case we decide to invade America next year no two tracks or a half a dozen will stop our invasion. In the first place I would not think of touching Roseville, as in my opinion the track is too far out, and you cannot get the public, no matter how interested they are, to go eight miles to see a bicycle race, I would just as soon think of having Edwin Booth or Madame Patti "perform" on the prairies. You must give the people a chance to get to a meeting. We will find tracks all right, if we have to use some of the good trotting tracks which abound in America. However, as we have not fully decided to run away from our friends here yet, the scheme is only a premature one.

PERSONALLY I feel sorry for the repeated failures of cycle meetings and road races in the States the past season, and from letters I have received I can point to a satisfactory theory why there should have been failures.

By the way I notice T. W. Eck can find "five men who can beat Ralph Temple." In case we decide to return to America I will be under the painful necessity of asking him "to put up a little coin of the realm for four out of his five." Kindly bear this in mind—my memory will remain exceedingly good on the above point.

HOWELL and Temple will possibly both be matched against the latest "phenomenal rider," W. Wood of this district, inside of a

week from now. The distances will be 15 and 20 miles. Wood defeated Howell last summer after "Dick" had been on one of his little rackets, and Wood's supporters, who are wealthy people, think Wood is actually faster than he really is. Howell has his measurement to a yard, and there will be a "million to one," to use a local expression, when they meet. Temple can, I believe, also beat the Northerner, and the stakes will be £100 a side. The races will very likely take place in April—on Easter—and on a local track.

WOODSIDE is still in Ireland, but will rejoin us at Birmingham at the commencement of our week at the well-known Bingley Hall, December 26, "Cowboys vs. Howell, Woodside and Terront, is a six-day—eight hours per day.

#### NEW YORK.

THIS is the season of the "turning over of a new leaf" in life, of replacing your old calendar by a new one, of altering a 7 into an 8 in beginning your letters, and of writing up a review of the last year's failures and successes in the cycling world. Of these, I have completed my full quota of the first three, including a most exhaustive paving contract in the good intention line, and I am now going to finish the job, by attempting to review the year of 1887 in wheeling in New York.

WHAT 1776 was to this country, so will 1887 ever be in cycling history. The passage of the Liberty Bill, through the agency of Chief Consul George R. Bidwell, and Mr. Isaac B. Potter, of the Rights and Privileges Committee of the L. A. W., marked the first appearance of the cause of the wheel upon the stage of American politics, and the freedom secured wheelmen by its passage was to them fully as great as that gained for us by our forefathers in 1776. The result has been felt from end to end of the country, and far and wide has brought dismay into the camps of the "road hog," and his servant, the dogberry justice, and the assinine Common Council of backwood villages, who had been wont, when growing tired of spitting tobacco juice at an inoffensive stove, to turn their gigantic intellects in the direction of illegal local laws against wheels and wheelmen. When, however, from New York came the news that the Liberty Bill had passed, in an instant all was changed; wheelmen were no longer an unsupported, unclassified set of human beings, at the mercy of every local board throughout the country, but backed by the support of the passage of this law by the greatest State in the Union, they became at once a power, to be treated as such, and not to be further wronged with impunity. Therefore, had we done nothing else but this, old 1887 should forever be dear to the wheelmen of America.

THE barometer of wheeling, in which light I take its clubs, records an extremely prosperous year for the one that has just gone, and betokens for the one to come further and increased advances upon the road of advancement. The New Yorks awakened from their long quietude and rest, by the absorption of the young life-giving blood of the Ixions, begin to look forward to the occupancy of the first real club house built for such, ever occupied by a wheel club here, an example that will not fail to spur their able rivals on to imitation. The Harlem Wheelmen, ever to the fore upon the road and path, have not failed to keep up the pace in the direction of creature comforts, and like the wise ant, laid up in the days of summer riding, comfort in the shape of club house enjoyments for the winter season when man rideth not. Their house or rather houses, for they have two made into one, are cosy and magnificently equipped, and are monuments to their energy and club interest.

THE Citizens', that paragon of wheel clubs, outranking all in the average of its members, and the wealth of its treasury, has more than ever maintained its claim to premiership, and has with no niggard hand dispensed its bounty to keep the cause it was formed to uphold, as was witnessed in its donating \$100 to the L. A. W. treasury when it was in need, followed by \$300 to the State Division to defray the expenses of the passage of the Liberty Bill; yet mind you, they are not a League club, but have done these things simply through the following out of their beliefs that they should help the cause of the wheel, with both heart and hand, recognizing in their endeavors so to do neither creed nor party.

THE Manhattan Wheelmen, the youngest of our prominent clubs, having, in adopting their title, fallen heir, thereby, to one long used by the second club founded in this city, whose career of several years was a brilliant record in the early annals of wheeling here, seem to have determined to add to the lustre of the title of Manhattan, and make this sturdy son of an honorable sire, worthy of the name he bears. They are conveniently and comfortably housed in the quarters formerly occupied by the New Yorks, and by their energy and push will make some of their older competitors look to their laurels the coming year.

THE Y. M. C. A. club completes, I think, the list of city clubs, and is, I believe, more a nominally than otherwise, though in its way it has not failed to bring credit to cycling, proving practically that a cyclist need be no less a wheelman because he is a Christian.

A WORD as to the unattached, and I have, I think, done with this subject. Out-numbering here the combined members of the clubs, probably three to one, they are the cause of much of the ridicule and dislike visited upon wheelmen as a class; having no laws of any kind to govern them, they are an irresponsible and large body of riders, who from the fact of their unattached position seem inclined to care for the comfort and reputation of none but themselves, and often to sacrifice the latter for the gaining of the former. In these remarks I desire to deny any charge of prejudice that may be made, as I have only regretfully stated what every club man here will bear me out in stating facts.

THUS as I view the year from the club standpoint, which is undoubtedly from its best one, I do not hesitate in claiming for 1887 here in New York, more steady and true advancement of wheeling interest than of any or all of the five that preceded it. "No man is a prophet in his own land," is so old a saying as to cause me to accept it as a fact, from which I deduce the possibility of his being a prophet in somebody else's land, hence I shall try and pose as one in Massachusetts, and risk my prophetic reputation in declaring that from whatever point it be viewed, even though the most pessimistic one be chosen, the new born 1888 bids fair to carry on the flood tide of prosperity that 1887 has lavished upon the wheelmen in New York; a prophecy whose fulfillment is desired by no one more earnestly than by its maker.

NEW JERSEY NOTES.  
"RATCHET."  
"It is Christmas Day by the river;  
It is Christmas Day by the bay;  
And the lowly lights they are drifting,  
On the ocean far away.  
But the sailor's heart it is cheery—  
And he says 'it is Christmas Day.'  
It is Christmas Day by the river;  
It is Christmas Day by the bay."

The words of this sweet carol, sung by childish voices, were wafted to my ears at an early hour on Sunday morning, and it was not long after that I was greeted with, "Papa, did Santa Claus come yet?" and there was four-year old (less three months) "Charley," with eyes wide open about three hours before their usual time. "Papa" said "ya-as," in a drowsy manner, as he tried to settle for another snooze, but it was "no go;" as the youngster happened to glance through the door, he gave a yell which a Comanche Indian would have envied, the "yell" forming itself into "Oh, papa! ain't my mamma a dandy? Look at my rubber boots." This awakened fifteen-months' old "Bess," who, of course, added to the chorus; and thus was Christmas Day ushered in.

WITH "Daisie" I say: "We can get along without William Tell, we can spare Pocahontas, we will not complain if it is proven that George Washington never had a hatchet, but we cannot dispense with Santa Claus, or Kris Kringle, or any other shape in which the Christmas spirit is embodied in the legends of different nations. Always the fancy of the children will hear the patter of his reindeers' hoofs upon the roof, as they lie waiting for Christmas dawn. Always will paternal and maternal love take delight in concealing its own plans and gifts under the fur-trimmed mantle of the merry and waggish Christmas sprite." "Daisie," you touched the right chord.

It has been told me that Harry J. Hall, Jr., of the Kings County Wheelmen, has, or is about to give up the track and road entirely, as far as racing is concerned. It is to be hoped that he will stick to road racing, even if he abandons the track.

FOR fun—pure and unalloyed—at this season, commend your friends to a toboggan slide. The slides of the Essex County Toboggan Club were opened on Christmas Eve, and everything went off in glorious style. Eh? Oh yes; some of the boys went off, and for that matter, so did some of the girls, but they were up and at it again before you could say "Jack Robinson."

THE sight of two diminutive tricycles and a 32-inch bicycle being carried into a South Broad street house on Christmas Eve, made me think that, after all, "St. Nicholas' Day" has something to do with cycling; for, will not the child-riders be grown up some-day?

You have doubtless heard of the man who said: "I own every stitch of clothing on my back, excepting my hat and shoes." According to *Puck's Annual* he is out-done by the man who is clad in "a pair of knee breeches, with a broken nose. \* \* \*

GEORGE Y. GILBERT, the New York Athletic Club's runner, is going on the cycling track next season, so I am told, at least. He

will pump a Star, and if he has as good luck at riding as he has had at running, will have nothing to complain of.

THE roads hereabout, albeit pretty lumpy, are as hard as flint, and I saw quite a number of riders on High street and Central avenue on Sunday and Monday. And the cold, bracing air was doing them good, judging from the ruddy glow on their cheeks. Those who ventured minus gloves, however, were forced to ride "hands-off" at intervals.

THE first game of polo seen in a Newark rink for two years, took place last Saturday evening, between the Newark and New York teams. The former club was most ingloriously defeated. Hereafter, we will have two games each week.

THE cyclers of Elizabeth and Jersey City are badly off in the way of rideable roads. The latter place more especially is abominable.

A LITTLE more snow means a little less riding, although it's just the ticket for the toboggan slides. We are having a "little more" at this writing, but I'm inclined to think will finish up with rain, in which case, won't the slush be elegant?

ALL the Jersey riders I've spoken to, in re. the next meet of the L. A. W., seem to be in favor of Baltimore. So *that* settles it; for surely when Jersey men favor Baltimore, those members who live in the United States ought to be satisfied.

THAT big cycling tournament which we were promised for holiday week in one of the city rinks, has failed to materialize. Ain't there backbone enough in Newark, Orange, Elizabeth and Jersey City, to run a joint affair, one in each town? But Jersey also was slow, until well shaken up.

#### KANSAS CITY.

##### "MENTOR."

FOR two years the two wheel clubs here, Kansas City Wheelmen and Outing Cyclists, led a dreary life until some more progressive and energetic wheelmen saw the benefit of a disbandment of both clubs and the organization of a new one. This movement was ably supported by the *Journal*, the then wheel organ. As was to be expected, the projected scheme was stubbornly resisted by a number of the old fogies: but happy to relate, they had to fall into line. A meeting was called, and a new club was organized, and its officers went immediately to work in the interests of the new club. A meeting of the club was held Tuesday night (20), and it was developed that the club had forty charter members. This is an exceedingly good start for a new club, which had so much to contend with from its inception. This club is on a paying basis, and has settled down to business. From this on, proposing of new members will be a common occurrence. The affairs of the club are in excellent hands, and the club cannot fail but prosper.

THE new club, the United Wheelmen, has the rooms of the Outing Cyclists, rooms 8 and 9, Willard Building, corner Ninth street and Broadway. It has two rooms—one used as a billiard room and the other as a reading room. The membership will soon warrant the leasing of an additional room, which will be furnished as a parlor. The rooms are elegantly carpeted and furnished, and the walls papered. The billiard table is a fine Brunswick-Balke one, and is well patronized. The reading room is well supplied with reading matter, chief of which is the *BICYCLING WORLD*.

THE membership of the club is of the correct material. In the club exists a musical organization, called the Strauss Mandolin and Guitar Club. It has been in existence for a number of years, and joined the new wheel club as associate members. They hold their rehearsals on Friday evenings. The club renders some very fine music, and are accomplished musicians in every sense of the word.

I MET Harry Stuart a few days ago, and was somewhat surprised to see him, as I thought he had gone to California, where so many prominent wheelmen are turning their eyes. He tells me that he was on his way to the ticket office to purchase a ticket to Los Angeles, Cal., when he was offered a lucrative position on the *Evening News*, which he could not refuse. Well, all the boys are glad, and he has been congratulated time and again for his decision to remain in Kansas City.

THE *Sunday Times* contains a wheel column, excellently edited. The news of this letter is the result of a reading of the *Times*. The *Times* seems to be the organ of the wheelmen here now, as the *Journal* has discontinued its column, after three years' continued appearance.

L. S. C. LADISH, the former editor of the *American Wheelman*, is in this city now, and is a member of the new club. "Ladish," as he is familiarly called, is one of the most genial men one can meet.

He does not make many friends, it is true, but the ones he does make are warm ones. Ladish is now in the patent business, and I guess fairly coining money.

#### PITTSBURG and VICINITY.

##### "DUQUESNE."

IN the last issue of the *Wheel*, I read that "G. P. Mills slept but four and a quarter hours in five days," while riding from Land's End to John O'Groats'. This was a chestnut twelve months ago; in "Pittsburg Notes," I read that coming in over the Perryville road from Harmony, "a series of delightful coasts can be had for nearly thirty miles, several being more than a mile long, and perfectly safe." With all respect to "Keystone," I must say he is "stretching" a little. Pine Creek Hill is the longest on the road, just an even mile in length. Now will "Keystone" kindly name a few of the "several" that are over one mile in length.

CHRISTMAS was an elegant day in this vicinity, and found many of our tender-feet, as well as toughs, on the roads, which were in fine shape.

By the way, what has become of the Road Book Committee? There was considerable talk last summer. When will it be out, and what, if any, are the improvements to be?

Who is Dampman of Honeybrook? He is certainly a flyer. For the benefit of Western Pennsylvania riders, I ask for a short sketch of his career as a wheelman. Every one out here is interested.

A CORRESPONDENT of the *Bulletin* says that Wells received only signatures to his petition to Chief Consul Jessup, out of Philadelphia's thousands of riders. Say, "Phacto," hasn't Philadelphia been growing pretty fast lately?

THE appointment of the Lowry House, Butler, as L. A. W. headquarters, is hardly seasonable, but none the less desirable. Mr. Lowry, the proprietor, gives twenty per cent. off to L. A. W. members. I believe Seidell is the man who secured this hotel.

THE gentlemanly and urbane Mr. W. D. Banker says that he will capture the greater portion of Pennsylvania State championships in 1888, as he has "no one but Schwartz to beat," and he intimates that he can do Schwartz easy. He also accuses Schwartz of being a "blow," and he is right in that respect, for Schwartz does like to tell us how he just had Crist beaten, when \* \* \* which was all that saved him. But speaking of blows, are you not a little on that lay yourself, Billy, me boy? If you don't blow, the only thing that stops you is your excessive modesty.

I HAVE always been of the opinion that Pittsburg riders were about as tough as any of them, but I feel very tired and weary after reading "The Critic" in the last number of *American Wheelman*. He says: "I've seen some awful bad hills, but I never yet saw one that I couldn't coast on an ordinary, and I'm not much of a coaster, either." This kind of rot is sickening. I would like to take "The Critic" out on some of our hill roads; he would either eat his words or come home in an ambulance. He says, "and I'm not much of a coaster either." I am unable to reconcile these statements except on the theory that "The Critic" is a lineal descendant of Ananias. I believe the gentleman lives in St. Louis, if so I would recommend a diet of Son-of-a-Gun and "Crank" Hill, a la legs over, preparatory to an exhibition as "champion coaster."

#### RECORD OF

##### THE WEEK.

WE do not like to print anonymous communications, and as a rule we refuse the same, but as the following was written in a very pretty and delicate handwriting, and we fear to offend a lady occupying so prominent a position in society as Mrs. Grundy, we therefore print and tremblingly await the explosion: "As the new year approaches 'Mrs. Grundy' would like to suggest that it would be a good time for the ethereal and slight individual, whose name figures so prominently at the head of the *WORLD*, to do less stalking around, airing the cape of his ulster, but knuckle down to business, and give the public the benefit of his bright ideas. Mrs. G— does not want to think his silence is because he has not an idea, but she attributes it to the love of his ulster."

THE Century Wheelmen, of Philadelphia, 1807 North Broad street, will hold open house on Monday, Jan. 2d, 1888, from 2 to 6 P. M.

THE November number of the *Wheelman* is just out. The close of the year will find Jack Rogers just one lap behind Father Time. Better late than never seems to be Jack's motto.

# COVENTRY MACHINISTS' CO., LIMITED.

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On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, **BEATING THE EXISTING RECORD FOR 10 MILES BY**

## One Minute 56 $\frac{2}{5}$ Seconds.

Covering the whole distance in

## 72 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

MACHINE RIDDEN WAS A

## “MARLBORO’ \* CLUB” \* TANDEM.

Timekeeper: G. H. Illston, Official Timekeeper to the N. C. U.

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239 COLUMBUS AVENUE

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BOSTON, MASS.

## Our Little Flyer,

STILLMAN G. WHITTAKER, has closed the season for us with the most wonderful performance ever recorded by the wheel press, making in the 24 hours, on an ordinary

### 51-INCH LIGHT CHAMPION,

Taken out of stock and weighing 40 pounds, the phenomenal distance of

# 323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write to any cycling editor to become himself convinced.

The American Cycles are road machines, and are strong enough for the toughest American roads.

## They Hold Every American Road Record from 10 Miles Up to 24 Hours,

Hence it would seem that they ran even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

## OH, BUT THE BEARINGS DO TELL, SURE ENOUGH.

And that little track trial of Dingley's at Lynn on a 36-pound Champion still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth: "It was a wonderful record."

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*If you wish to purchase the best and easiest running road machines in the world, correspond with*

# Gormully & Jeffery Mfg. Co.,

## CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

THE Warren Wheel Club, of Roxbury, held a handicap "shoot" at their club rooms Christmas (Monday) morning, resulting in H. C. Andrews winning first prize; L. E. Noble, second; and S. A. M. Read, third.

HEREAFTER any cyclist in good amateur standing and being 18 years of age, will be eligible to membership in the Springfield Bicycle Club. The club is beginning to feel the necessity of infusing fresh and young blood into its ranks.

JANUARY 9th, is the date set down for McCurdy and Whittaker to meet in the 5-mile race. Mr. W. A. Tanner pins his faith to Whit., while Tom Roe (*not* Richard) puts his ducats on Mac. The stakes are to be \$2000 with the privilege of making it \$5000.

THE *L. A. W. Bulletin* records with calmness and without one word of comment, "that bicyclers are not allowed to use the shell road at Mobile, Ala., and it is said that burly negroes are hired to waylay and beat cyclists found riding on this road." If the League was any use there would exist no foundation for such a report.

ST. LOUIS is getting highly excited over the Shurman-Corey Hill-Greenwood question, and it requests us to paste in our hat the fact that Greenwood can down (or up?) any live man on hill climbing. We hope Hal will come on next spring, Corey Hill will be there, and so will we to see him climb it 12 times (?) without a dismount.

A DISCUSSION is going the rounds as to the origin of the phrase "He's all right." We think it originated with the Chicago to Boston tourists some three or four years ago. While on the subject, it is not generally known that Papa Weston, of the Boston Club, originated the now well known cry of "W-e-e-l!", that generally precedes the great act of imbibing coffee, ice water and other invigorating beverages, when two or more convivial spirits liquidate in company. Papa Weston was also at one time a prominent figure in yatching circles, and so he also introduced the custom among yachtsmen as well as cyclists.

THE *Pittsburg Dispatch* of Dec. 23 gets off the following one-legged story: "A party of fifteen men attracted considerable attention at the corner of Federal and Lacock streets, Allegheny, last evening. Fourteen were one-legged men, and the other had no legs at all. One member of the party carried a bicycle. They boarded a Rebecca street car for Manchester, but declined to say what they intended to do. A number of the men lost their legs in the army and the others on the railroad. Market Constable John Askey seemed to be captain of the odd party. They were evidently going to spend a pleasant evening somewhere, and practice bicycle riding."

#### RETROSPECTIVE.

IT is customary for the editor of this paper to devote some space at the close of each season to look over the year just gone, and sum up, so to speak, the most important records and doings. While in a great many ways the year 1887 has not been one of such stirring interest as the season immediately preceding it, yet it has not been without a fair quota of events of more than passing moment. The true barometer of cycling is no doubt the trade, and we naturally first turn to that most important branch to learn how it has been with us during the immediate past. The manufacturers of this country, of course, command our premier attention, and as the foremost and oldest house of the kind we look to the

#### POPE MFG. CO.

This sterling company, although well and firmly established on a basis of solid prosperity, is ever alive to the vital importance that to stand still means to be distanced in the effort after patronage, has closed a year of gratifying prosperity. The chief new production of the firm during the twelve months ago is that of the tandem tricycle, the first of this form of machine ever manufactured in this country. Their well-known Expert and Light Roadster have had some slight improvements in the details where improvement was found possible, and it goes without saying that these machines have held the fine reputation before earned among the old riders of this continent. The production of a "Cripper" style of tricycle with coil spring fork by this firm was also an event of importance that should not be overlooked. A hasty glance, truly, but we must pass on to the friendly rival of the Columbia, and cast our eye up Columbus avenue to where the

#### OVERMAN WHEEL CO.

can be found. Mr. A. H. Overman is a man who believes that nothing short of absolute perfection is to be tolerated in the cycle business. "Good management, good agents and good machines will make a market," and we are happy to say that the Victor people are ready to say that the past season for them has proven the truth of these words. The history of the Overman Co. during

the season of 1887 is remarkable in the fact that they produced the first American rear driving safety, and also a tricycle of the Crip-per pattern with a spring fork on similar lines to that of the safety. The Light Roadster was also a new wheel on their list, and its excellence can be vouched for by scores of riders. This enterprising firm will also date "1887" the purchasing and starting of a factory of their own at Chicopee, Mass., the fitting up of which is almost finished, and the completeness of which will be second to none in the world. With congratulations for the success of the season closed and wishes for an increase of prosperity in the future we next turn our attention to a firm, the name of which is synonymous with energy and push; we mean the

#### GORMULLY & JEFFERY MFG. CO.

of Chicago, who we believe were the second manufacturers in the United States to own their factory and plant. (The H. B. Smith Company, manufacturers of Star machines, being the first.) Western vim backed by capital is hard to beat, and when we are apprised of the splendid business of the Champion people during the past season we see the results of these two important factors. During the early part of the year this firm commenced to make their present well-known high grade machine, but in the use of certain parts of bearings unhappy complications arose, and the year 1887 will be remembered as that in which commenced one of the bitterest and hard-fought litigations in the history of cycling. The policy of this company, as expressed by their level-headed business President, Mr. R. Philip Gormully, is "to establish themselves thoroughly in one location or section at a time." The wisdom of this method is apparent, and the foundations for an immense business are thus securely laid. This firm has gotten out during the past season an excellent two-track tricycle, and also a tandem, thus scoring a close second in producing this latter machine to the Pope Co. As the past is an indication of what the future of this firm will be where excellence of wares and square business-like dealing is appreciated, we can but congratulate Gormully & Jeffery on what the year 1887 has yielded them, and what the future promises. We must not leave this firm without special mention of the fact that during the past season they have purchased several important patents on saddles and cyclists' other leather goods, a full and complete plant of which they also bought to manufacture the same.

#### THE H. B. SMITH CO.,

of Smithville, N. J., have been pursuing the even tenor of their way, and are to be envied that the "Star," this peculiarly American machine has had a clear field all to itself. The business of this firm during the year 1887 is in advance of previous seasons, proving that the Star has retained its firm hold on the riders, and that excellence in roading qualities are strong enough to make headway against narrow prejudice, which the believers in the Star have always had to fight. During the early part of the year

#### WM. READ & SONS

concluded that they would abandon the importing business and manufacture a wheel, which they called the New Mail, for the American market. Mr. Atwell, who has charge of the bicycle department of this firm, was mainly instrumental in designing and producing the machine, which though only a year among us has taken such a strong hold on the veteran riders' fancy. This departure on the part of Messrs. Read & Son was somewhat in the shape of an experiment, but so well is the wheel grounded in the esteem of riders that the experiment has taken the form of an established business, and we can now count on Wm. Read & Sons as being one of our permanent wheel manufacturers, and their "New Mails" are like the firm that produce them in excellence and quality. The latest and youngest of our manufacturers' family, and one that owns its factory and plant also, is that of

#### THE SPRINGFIELD BICYCLE COMPANY.

The wheel manufactured by this company is the invention of Mr. McCune, the President of the company, and it must be said that the Springfield Roadster was born to the cycling public during the year 1887, and a most flattering and enthusiastic welcome has this "infant" received. Certainly it has had a healthy infancy, and though its introduction to the riding public was later than its progenitors had intended or desired, it at once jumped into popular favor with old riders. It is a distinctly American invention, and its excellent record during the comparatively short time of its existence is a safe guarantee that in our retrospect for 1888 we shall record the success and popularity of the Springfield Roadster as being phenomenal.

This closes our list of home makers, and we should now turn to our importers. We, however, think they are worthy of a "special chapter all to themselves," and so we will leave them for a later issue, and take up the general sport, commencing with

#### RACING.

It is a sad fact, and without going into causes, we must acknowl-

edge that racing, in this country at least, has received a very black eye. Interest in this branch of the sport has been actually dead, and the result to the associations that have had specially built tracks has been disastrous in the extreme. The Springfield track, once the peerless racing path of the world, is now a weedy waste, and no prospect that its past perfection will ever be known again. The Lynn Track Association has had to go into liquidation, and though the grounds have fallen into the hands of a gentleman favorable to cycle races, the once famous "Glenmere track" will be utilized for trotting races, base ball and other sports. The Roseville track has had a disastrous year, but thanks to the enterprise and faith in the future of some gentlemen it has been rescued from obliteration, and will be improved and made ready for the season of 1888.

The history of the prominent

#### RACE MEETINGS

has, with painfully few exceptions, been a record of financial loss to the promoters. While we record the decay of the interest in path racing, road contests seem to have grown in popularity; this, however, in direct opposition to some of our most worthy and level-headed wheelmen. Notable among the road events were those at Clarksville, Mo., Crawfordsville, Ind., in the early summer, and those promoted by the New York and New Jersey Racing Association in New Jersey, and by the BICYCLING WORLD in Boston. While on the history of road racing for the past year we cannot but feelingly allude to the inception by the manager of this paper of one of the greatest road races ever conceived (*i. e.*), from Boston to Chicago, the almost completed details, and finally the mortifying necessity of abandonment. As to our

#### RACING MEN,

we have to record the withdrawal from the racing path of Mr. Geo. Hendee, who has taken on the role of salesman. Rowe, pre-eminently the fastest man in the country, and we think in any other, has had the field to himself, not having to meet any foe worthy of his steel. Although he has kept in strict training, and made one or two dabs at records, he has been unable to better his own list of 1886. Rhodes did some good work on the road in the early summer, while his team-mate, Neilson, electrified riders by brilliant work at Clarksville, Mo., in the early summer, and then—subsided! S. T. Hollingsworth has shown himself to be a man of no mean calibre, and we think if he takes to racing again next year he will make some of the men fly. A phenomenal new racing man is Frank Dingley, who has been doing some grand work at long distance records. As for S. G. Whittaker, he has glory enough to go into winter quarters on his 24-hour record of 323 miles.

The fast amateurs are legion, but there is no doubt that the leadership rests with Crist of Washington and Rich of Brooklyn, while Stenken, Kluge, Kolb and Burdick were found in the front rank whenever the final brush came.

Against the advice of friends and in the face of ridicule, W. J. Morgan undertook to manage a team consisting of W. M. Woodside, R. Temple and himself, in a European tour, the result of which has been phenomenal and unprecedented in its financial success. Ralph Temple, who went over as a simple trick rider, has developed such wonderful speed for short distances, that it is doubtful if he has a half-dozen equals. His victories over England's best men, with Howell at the top, have been the wonder and admiration of all cycloedom.

Racing in England on path and on the road has had a brilliant history during the past year, and is in pleasant contrast to our own country's experience. Mr. G. P. Mills is undoubtedly the fastest man on the road, while Furnivall and Speechly are accorded as being among the fastest on the cinders.

League members will long remember the year 1887 as being one in which one of the bitterest fights of that organization occurred; so bitter that for a time it threatened serious disruption. The cause of the trouble was the discovery of Mr. Aaron, the ex-Secretary-Editor's malfeasance, and the fight over the same office by the present incumbent and Mr. John A. Wells. Even at this late date the smouldering embers of the Wells-Bassett fight threatens to burst into flame at any moment. Karl Kron will bless the year 1887 as being that in which his great book was completed and given to the world.

#### IN CYCLING JOURNALISM

we record the following: Among the great changes in cycling papers was that made by the BICYCLING WORLD in undertaking the typographical work of the paper. The first issue presented under the new order of things was that of May 6, 1887. The WORLD thus scores the honor of being the first cycling paper in America to put in a dress to be only used in printing the same. At the time of the departure the WORLD management changed the entire make-up and titles used in the paper. The conservative patrons of the WORLD at first demurred at this "newness," but we are pleased

to say that at present the readers of the paper say it is an improvement.

Early in 1887 the *Wheel* changed hands, and Mr. F. P. Priol became editor and proprietor. Mr. Priol at the same time bought out *Recreation* and consolidated the two, so now it is the *Wheel and Recreation*.

Early in 1887 the Darrow Brothers started a bright weekly called the *Record*, and published at Indianapolis, Ind. Later on the same parties bought out Ducker & Co.'s interest in the *Wheelman's Gazette*, and are now publishing the same at Indianapolis.

Soon after the *Bulletin* came to Boston Mr. J. A. Wells started a paper called the *American Athlete*. It is published and edited by that gentleman every two weeks.

The *American Wheelman* was bought out by Jack Rogers, and though it is supposed to issue regularly every month, it has been now for some time over 30 days behind due date.

#### IN GENERAL.

Among the notable deaths are those of H. L. Cortes (who died Dec. 29, 1885), H. B. Smith and George S. Darrow.

The year has been singularly and pleasantly free from fatal accidents. The rights of wheelmen have been placed on a firm basis, and prominent among the steps taken to establish these rights was the passage of the celebrated "Liberty Bill" in New York State, which secured to wheelmen equal rights with other vehicles to the use of all park driveways.

Personal assaults on wheelmen by "road hogs" have been of rather frequent occurrence, but only in one case—that of Evans vs. Carnell in Philadelphia, has the jury given against the cyclist.

When the rights of wheelmen to the use of highways have been interfered with the courts when appealed to have invariably given for the cyclist.

During the last part of the year, in view of the fact that there was no national association that governed or recognized road racing, the BICYCLING WORLD announced that it would no longer accept road records except made in open competition. While our position was assailed by some, yet the majority, so far as heard from, accepted our stand as being wise.

In the spring of 1887 Mr. Thomas Stevens completed his wonderful tour round the world, and settled down to a literary life.

The 1885 path records, from one mile up to 22, and the hour, have stood the assaults of many speedy wheelmen during the past twelve months, and Mr. Rowe goes into winter quarters a second time, with all the world's records for these distances and time safe, until the coming season of 1888.

The English records on the path have, however, received a severe shaking up, and have in most instances been put up a notch higher than they were a year ago.

On the road, Mr. S. G. Whittaker retires with a new 24-hour world's record, while in England, Mr. G. P. Mills seems to have taken most of the road records for long distances on all styles of machines.

We had hoped to be able to chronicle the solution of that *bete noire* of the cyclist's existence, the "amateur question," but alas, the last day of the year finds us about as far away from the true solution as it did on the first.

Taken all in all the year 1887 can be passed on as one of general advance, and had it not been for the comparison with the "booming" which characterized the two years immediately preceding it, we should count it a "great year."

Like every phase of life, whether it be pleasure or business, the sport of cycling must come under the control of the universal law of alternate activity and dullness. The pendulum had swung pretty high toward extreme activity during '84, '85 and '86, but during the year 1887 it seems to have taken a more perpendicular position; let us hope that it will not oscillate to the opposite extreme during the year that is about to open on us. We can congratulate ourselves on the fact that the number of riders has been largely increased, even if the racing side of the sport has been dull, flat, and unprofitable.

THE *Cyclist's* Life Boat was launched and christened on the 17th December. The programme was an elaborate one, and our next issue will contain some of the particulars.

Why does not the Kennedy-Child go to the church in Stoke Poges, and read the cypher, which might perhaps decide beyond a reasonable doubt who was the inventor of both the ordinary and Rover type bicycles? He might even crowd Ignatius Donnelly for the remaining niche in the temple of fame. Should he succeed in "getting the bulge" (St. Louis vernacular, *Wheelman* office; means gaining a superiority or advantage) on Ignatius, with what feelings of envy would Geo. Lacy Hillier read the name of A. Kennedy-Child, in letters of living light, inscribed at the back of the "speaker's stand" on the wall of the historic edifice.

## SOME FABLES.

(By Æsop, Jr.)

## THE PURE AMATEUR.

ONE Day an Owl and the Editor of a Cycling Journal, who had been to all the Races and knew all the noted Amateurs, went out for a Walk in the Suburbs of the City, and there saw a Boy and a Bicycle. Some times the Boy was on the Bicycle, but more times the Bicycle was on the Boy. "Ah!" said the Editor, "here is the Pure Amateur." "Yes," replied the Owl, "but wait till He grows up and joins the L. A. W."

MORAL—The Good die Young.

## THE DANGER OF GENEROSITY.

A very Small Treasurer once challenged a very Large Secretary to ride a Race, and gave Him a Handicap. The Large Secretary beat the Small Treasurer.

MORAL—A Big Handicap is a Dangerous Thing.

## THE DANGER OF BIG HEAD.

Once a Committee entered into Partnership with a L-g-e Organ. The Committee put in all the Capital and the Organ put in its Eminent Respectability. At the Termination of the Partnership, the Creditors had all the Capital, and the Committee had a Big Debt and no Money to pay it with.

MORAL—There is None. It was very Immoral.

## GENTLEMAN JOHN ON THE USE OF THE BLUE PENCIL AND THE ABUSE OF THE AMATEUR RULE.

THERE are certain facts which tend to show that the little "C. W. F.," of the "B. W.," uses a good many blue pencils. Good racket that. I don't dislike the way he edits copy, but I remember there was a time when a man need hardly expect to see in print a criticism on the namby pamby amateur rule, should he have been fearless enough to have written such and sent it for publication to the *L. A. W. Bulletin*. The way Mr "A" edited such copy was by "dumping" the article into the waste-paper basket. It saved printing and League expenses. See? It pleases a man's sense of appreciation to know that his copy has been blue-penciled carefully, if with decision, but it makes him wonder whether or not "this press of ours" is a free one, when a paper refuses to publish anything which is not a reflection of the peculiar ideas of ye man with ye blue pencil.

## "IN DAYS OF OLD."

Song, with Dance Accompaniment.

(Respectfully dedicated to A. Kennedy-Child.)

In days of old (the truth he told),

The *Bulletin* held sway;

That paper had a guiding brain,

That now is gone away, away—

That now is gone away.

The Aaron wight, he took his flight,

And winged it far away.

His services were soon forgot,

For another man held sway

(In his peculiar way).

Then Bassett bright, took up the fight,

To shield the amateur;

To shield the man that scarce dare race,

Because he is so awful pure,

So very pure an amateur.

The editorial paragraphs that once were terse and bright,

Are now of such peculiar vein,

As give but very little light

On *what* the guiding spirit meant,When he those *pars.* did write.

The paper's winding sheet is not many moons away,

If we longer fool with the amateur rule,

In an Ernest Shipton way—

In a most un-American way.

Long live the man who rides a bike,

The sister trikelet, too,

On road or path, in race or tour,

In this land of the brave and the true.

(But) If you are a man, be you "am." or "pro.,"

Should the League *not* be open to you?

\* \* \* \* \*

My grammar is bad, my verses are worse,

And the rhythm is awkwardly lame,

But I hope, like the man on the Victor trike,

That I'll get there just the same.

## MY EXPERIMENT.

I AM quite fond of out-door sports, and for a time had been anxious to try bicycling, but had been deterred therefrom by the reports of numerous "headers" attended with sprains, bruises and broken bones. I am not blessed with an over-abundance of personal beauty, and I did not feel justified in risking the little I have in such a precarious pastime as riding a bicycle seemed to be.

My attention, however, was one day called to an account of a remarkable discovery made by one Prof. Breezario, of South America, of a gas which he had succeeded in extracting from the root of the common celery plant.

This gas was highly volatile in its character, and possessed extraordinary lifting power, raising any hollow body filled with it as a balloon is raised by ordinary gas. Prof. Breezario had used it in South America, so the account said, in connection with elevators, derricks and other machinery, with great success. It was, moreover, readily and cheaply produced, and its use attended by no danger.

A very singular thing about the gas, was that it could be reduced to the form of a liquid, and when in this form had none of the lifting power, and could be carried about without inconvenience.

It occurred to me, after reading this account, that a bicycle might be constructed, which, with the aid of this gas, should rob bicycling of its terrors, and not in any way diminish the pleasure of its indulgence.

Accordingly, I procured from Prof. Breezario the recipe for the preparation of the gas, and one of his condensers, and immediately set to work to construct a bicycle with which the gas could be used.

Around the inside of the rim of each wheel were placed metallic tubes of suitable strength, and these were connected with the condenser, which was placed just behind the steering bar, by an ingenious arrangement of tubes and valves, so constructed as not to interfere with the running of the machine, and at the same time make a connection sufficiently close to prevent the escape of the gas.

The apparatus was so arranged that by the pressure of buttons on the right handle of the bar, the gas could be released from the condenser and pass into one or both of the tubes in the wheels, while a similar arrangement of buttons on the left handle shut off the gas from the condenser and opened valves permitting its escape from the tubes. After the bicycle was completely equipped, I filled the condenser with gas and made a trip in the garden in the rear of the house, for I must confess that in spite of all I had heard of this wonderful gas, I had many doubts as to its success when applied to the bicycle.

I mounted and rode round the walks a few times, before daring to touch the buttons. At last, summing up courage, I touched the buttons on the right, and instantly the bicycle rose from the ground. Pressing the buttons on the opposite side, the bicycle resumed its natural position without its speed having been abated in the least.

I then tried pressing a single button, and I found that either wheel could thus be lifted from the ground, leaving the other to run as usual.

I was wild with delight at the success of the undertaking, and immediately began to take daily rides upon the streets and roads. "Headers" no longer filled me with alarm, for, if by chance the forward wheel struck an obstacle of any sort, and the rear wheel began to rise, I had but to press the buttons and let the gas into the forward wheel, and it rose immediately and restored the equilibrium. I was not required to confine my riding to the road, as fences, ditches, fallen trees, and the like, presented no obstruction to my progress. A slight pressure of a finger, and the bicycle flew over them without the slightest difficulty. Rough roads were made smooth, and hills were climbed as easily as riding on the level.

Of course observers who chanced to see the machine as it took a fence or a ditch, were very much astonished, and once or twice, when taking a short cut across lots, I came very near being shot by farmers, who took me for a new kind of wild animal.

I also entered the annual races of the club to which I belong, and achieved great success, as, by allowing just enough gas to pass into the tubes to counter-balance the weight without taking the machine off the ground, I gained a great advantage. I also created great wonder and astonishment in one race, by lifting the machine over two or three riders who had fallen in a heap just in front of me.

So great was my success with this first experiment, that I determined to equip a tandem with the apparatus, thus permitting my wife to enjoy the exercise and pleasure. Putting my determination into execution, I soon had a tandem, upon which we took many trips here and there, sometimes alone, and sometimes in company with others, who did not fail to notice our freedom from accidents, and the absence of fatigue after what was, to them, a long and tiresome ride.

(To be continued.)

## BICYCLES AND TRICYCLES.

(From Road and Roadside.)

(Concluded.)

In North Carolina the charter of the Wilmington and Coast Turnpike Company has been so amended by legislative enactment that "no person shall use upon the roads of said company a bicycle or tricycle, or other non-horse vehicle, without the express permission of the superintendent of said road."

The wheelmen of Wilmington have brought the matter before the Supreme Court of that State, where it is still waiting decision on questions of constitutionality. But in England it is been decided that wheelmen have a right to travel the turnpike roads with their cycle vehicles, and that, too, without paying toll. In *Williams v. Ellis* (5 Q.B. D. 175.), the court in deciding that a bicycle is not a "carriage" within the meaning of the Turnpike Act, said, that "when the words of the legislature do not directly apply to the particular case, we must consider the object of the Act; and therefore in *Taylor v. Goodwin* (4 Q.B. D. 228), it was held that the words 'furiously driving any sort of carriage,' applied to a bicycle; for it was the object of the act to prevent injury from the furious driving of any kind of vehicle.

The present act begins with imposing a toll upon particular carriages, which are described, 'or other such carriage;' and then imposes a further toll upon 'every carriage of whatever description and for whatever purpose, impelled by steam or any other power not being that of horses.' The carriages here referred to must be carriages *ejusdem generis* with the carriages previously specified. If a bicycle were held liable for toll as a carriage, I do not know where we could draw the line."

In Kentucky, by an act of the legislature, bicycles are not permitted to be used in certain counties of the State; and in Oregon, by legislative enactment, every bicycle rider is required to dismount one hundred yards in front of an approaching team, and to remain so until it has passed. It is easy to conceive that bicycling in that State, on a well-travelled thoroughfare, would not be the mode of travel selected by those in a hurry; nor would it be a favorite method of recreation for those not blessed with everlasting patience. Whether this legislation was prompted by the timidity of the female voters of that State, or by the natural timidity of the horses in that part of the country, it does not appear in the legislative act; but whatever was the moving cause of the act, it will not encumber the statutes of that State after the horses have seen a few bicycles and discovered that they will not harm them; and especially after the women have enjoyed a few rides on tricycles or tandem tricycles, and have discovered the beneficial effects of the use of the bicycle upon their husbands, sons, and male friends. A recognized legal authority on cycle law, (Charles E. Pratt, Esq.) in a recent article on "Legislation as to Highways," well remarks: "The key to the law of bicycling, not only constitutional, but legislative, which we now come to consider, lies in the fact that the bicycle is a carriage. Plainly as this simple fact should appear to all, it seems to be left out of sight still by many. No correct definition of carriage or vehicle can be found or framed, or could have been found or framed fifty years or a century ago, that will not include the most modern bicycle. Although judicial and municipal law has recognized and expressed this fact both in this country and in Great Britain, it is one of those ineliminable facts in the nature of things that cannot be made or changed by any legislative or official decision, any more than the fact that 'Maud S.' or an Alderney bull are domestic animals. The chaise and the velocipede of Holmes's and Sumner's early days were not the village cart or the tricycle of to-day, but they were no more and no less carriages. Nor does it require reference to exceptional performances, like the European tours of the Pennells, Laumaille's thirty thousand leagues in Europe, or Stevens's twenty thousand miles in three continents, to make the fact appreciable, when the bicycle, as a matter of common knowledge, is put by thousands in most of our States to every use of a wagon, save that of hitching a horse to it, perhaps, of painting signs on it. Since the conservative English High Court of Justice, Queen's Bench Division, could find and hold eight years ago that the statutes of William IV. included bicycles in their provisions concerning 'carriages,' we may safely assume that the highway statutes of our States also relate to bicycles. In this, however, we are further warranted by the decision of our own tribunals, from justices of the peace to the Supreme Courts, constituted interpreters of our statutes, that the bicycle and tricycle being carriages, they and their riders are subject to the same laws as other carriages and drivers. Only make the wheelmen and the non-wheelmen appreciate this fact at its value, that the bicycle is a carriage, and the bicyclist a wagoner, and most of the misunderstandings and friction will disappear. The present status of wheelmen as to rights and remedies is then easily understood."

When the various kinds of road cycles are recognized as vehicles or carriages within the meaning of the statutes relating to highways, it will be easy to define the legal rights and duties of wheelmen in the use of their vehicles upon public roads. "The law of the road" and the decisions of the courts relating thereto will be applicable to them. Under this law they are bound to use on the highway only such cycle carriages as are in a safe and roadworthy condition; they must ride and drive them with due care and discretion, and at a moderate rate of speed; they must be careful not to collide with other vehicles or persons, and to use the same care in crossing footwalks as is required of carriage-drivers; they must turn to the right on meeting other vehicles or teams, and pass by them on the left side when going in the same direction; and they must keep off the sidewalks in streets, and foot-ways in squares, parks, and commons; and in fine, generally, not go where it would not be proper and allowable to go with a horse and carriage.

If a wheelman meets a horse which is frightened at his compound machine of "man and wheels," he ought to stop and do his best to prevent an accident, the same as a driver of a top carriage would be required to do should he meet a horse afraid of a top carriage; but should a horse become frightened at his vehicle and run away without any fault on his part, he would not be liable for any injuries suffered or any damages incurred, because beyond question the bicycle and tricycle are suitable vehicles to use on a way prepared and intended for public travel in the present state of our civilization. A tricycle is probably entitled to half the road on meeting animal teams, but whether the same rule should be applied to the bicycle is an open question. The statutes requiring the drivers of carriages or other road vehicles to yield one half the road on meeting other carriages or vehicles, were passed before the ordinary legislator dreamed that a vehicle no wider than a single wheel could ever be used for the conveyance of man or property. At the time these statutes were passed the ordinary road vehicles varied very little in width, and the objects of the statutes were to secure to travellers equal rights in the highway, and their necessities were the basis of those rights. Now, by a wonderful and new invention, one traveller is provided with a vehicle which needs only a small portion of the road for his reasonable accommodation, and therefore the courts in the interpretation of these statutes may decide that, in the light of the reasons and objects of their passage, a bicycle is only entitled to a reasonable portion of the road.

## TRADE NOTES, CLIPPINGS, AND ALL SORTS.

OUR English contemporary in using the following rather pungent language, overshoots the mark rather. We can assure our English friends that any circumstance as to the conduct of representatives of the Mother Country in America, at least do not warrant the opinion: "English sportsmen fairly 'stink' in the nostrils of America and Australia; again and again have so-called representatives of the 'Mother Country' misconducted themselves. The latest offender, Fred Wood, has to be brought home by subscription."

THE Centaur Cycle Club of Baltimore, held an "At Home" on the evening of Monday, December 26. at the club house, 2215 E. Lombard street. We often wish for the magic mat of Aladin so that the corporeal of our make-up could be transferred hither and yon according to our needs or whim. An occasion we missed because of our incapacity to traverse space at will was that of the Centaurs, but we are none the less grateful to Mr. C. R. Eisenbrandt for the compliment of the invitation.

GEORGE M. HENDEE was in Birmingham, Alabama, last week, exhibiting the Springfield Roadster. He reports meeting with fine success all through the South in selling that make of wheel, and the cyclers of Birmingham were very favorably impressed with the many good points of his bicycle.

GORMULLY & JEFFERY MFG. Co. will soon put a Rover pattern safety on the market. The West is moving.

We have had lately frequent inquiries as to a set of rules governing road racing. We shall take an early opportunity to formulate a few simple rules, and print them for the guidance of those who desire the information.

LAST Tuesday the rooms of the Warren Wheel Club, at 13 Walnut avenue, Roxbury, were the scene of the fourth fortnightly rifle contest, with the result as follows: Lavell, 90; Noble, 88; Anderson, 88; Read, 88; Bicknell, 86; Hathaway, 85; Munroe, 83; Hiscock, 81; Lang, 81; McCormick, 81; Tobey, 80; Prentiss, 80; Wiggin, 72; Smith, 64. These contests are growing very exciting, and bets are already being made on the winners. The next shoot will be held Jan. 10th.

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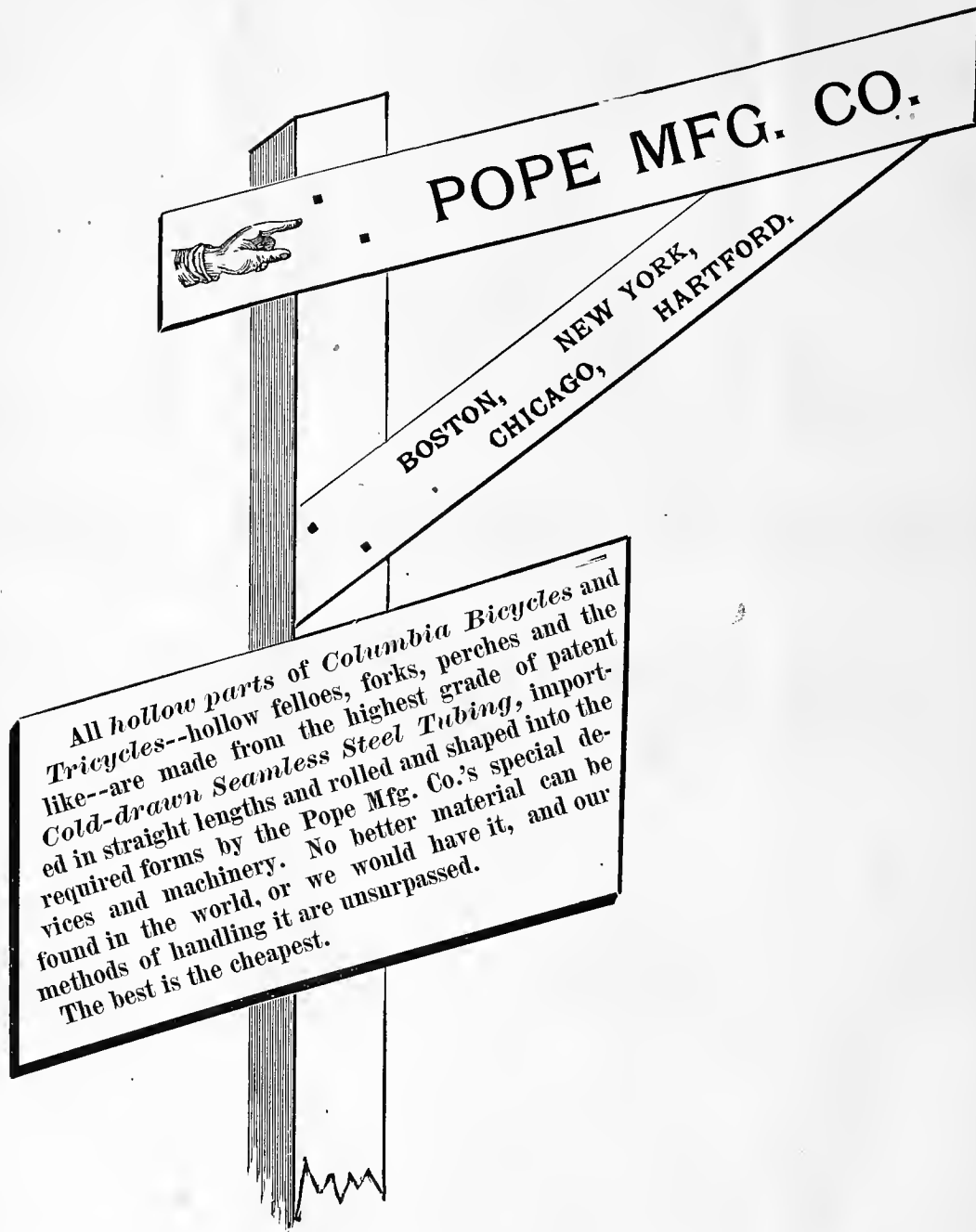
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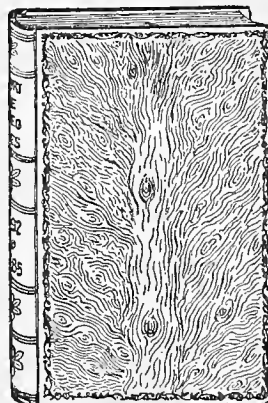
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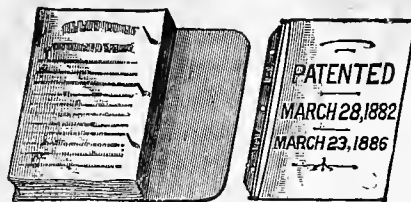


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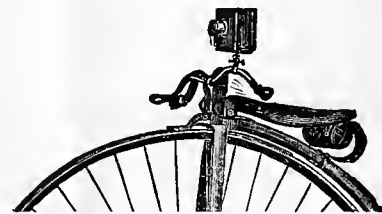
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Published Every Friday

— BY —  
**THE BICYCLING WORLD COMPANY,**

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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 6 JANUARY, 1888.

**W**ILL Mr. Greenwood and Mr. Wells please give us the respective grades of the steepest hills in their riding districts, also the length? We would like to have the grades and profile of *all* the most celebrated hills in the country. It would be most interesting and valuable information. We will gladly reproduce such profiles and print same in the *WORLD* for reference and information. We have profiles of Corey Hill, Boston, and College Hill, Providence. Now we want to hear from the De Soto road grades, and the celebrated Eagle Rock. Let us have these and any other that our readers may know of. For reference it would be invaluable. We should like as much detail as possible.

**T**HE *Wheelman's Record*, the youngest of the family of cycling journals, goes out of existence with the issue of No. 26, Vol. 2., thus completing a full year of life. In bidding its subscribers goodbye, the editor says: "One year ago two partners and brothers entered upon the task of publishing the *Record*. The hand that a few weeks ago wrote the death notice of one of those two, now performs the same service for the *Record*. With this number the *Wheelmen's Record* ceases to exist. The reasons for this may not be patent to all, but the step has not been taken without duly weighing all the circumstances leading thereto. The surviving editor of the *Record* is forced to admit the physical impossibility of continuing two cycle papers, a weekly and a monthly, along with his other business of lithography. He therefore reluctantly relinquishes the *Record*. Reluctant as he is to give up, what seems like one of his own children, he does so willingly, rather than see it drop one notch from the plane on which such hard work has placed it. Such a drop would be the inevitable consequence of loose and careless management. Rather stop it at the high tide of success than to allow it to run indefinitely on its own latent vitality. Such was the end of its once editor, let it also be the end of his paper." We shall miss the *Record* from our weekly exchanges, it was always bright and well-edited, clean and newsy; we are sorry it is no more.

**T**HERE is not a more lively and enterprising club in Massachusetts than the Columbia Bicycl Club of North Attleboro, Mass., which lately opened its new quarters in Boyle block. The new quarters comprise five rooms well furnished. Among the invited guests present at the formal house-warming were President Emery and Capt. Lowell of the Roxbury Club. At the annual meeting last month the following officers were elected for the coming year: President, O. W. Clifford; Vice-president, W. E. Luce; Secretary, Thomas E. Bell; Treasurer, C. F. Kurtz; Captain, F. C. Groton; First Lieutenant, W. F. Swift; Second Lieutenant, E. A. Whitney; Bugler, C. C. Marsh; Examining Committee, President, Secretary, Treasurer, J. G. Platner and F. B. Brigham.

## MY EXPERIMENT.

(Concluded.)

I had become thoroughly convinced of the efficiency of the gas, and had made up my mind to give the results of my experiments to the world, when an incident occurred which completely changed my mind in that regard.

One day a party of four couples, including my wife and myself, started out on tandems for a day's picnicking.

We proposed riding some ten or twelve miles over country roads to a grove at the foot of a low range of hills, and take our lunch, and amuse ourselves by wandering through the woods, or otherwise, as fancy might guide.

With due consideration for our less favored companions, we carried the basket containing the lunch, and also some wraps for the ladies, and blankets to spread on the ground. I was in excellent spirits, and exulted over the admiration I should receive from my companions, when I explained the use of the gas, and demonstrated its power, as I expected to do that day.

The ride to the grove was uneventful, though several times, by pressing first one button and then another, I gave the machine a gambling kind of gait, which excited some surprise on the part of the others, who continually warned me to use more care in riding. The hill, at the foot of which lay the grove where we stopped, was semi-circular in form, one end sloping gradually down to the sea, while there were spurs at the other end which ran far into the water, forming with the main land a safe and delightful harbor, which at this time was filled with sailing vessels of all descriptions.

On the other side the hill ran almost perpendicularly down to the ocean, and so dangerous was the coast in stormy weather, that a thoroughly equipped life-saving station was maintained there at all times.

After we had wandered through the woods for an hour or more, we partook of our lunch, and that disposed of, I unfolded to my friends the history of the wonderful gas, and the use to which I had put it. They were naturally somewhat skeptical, and expressed doubts as to the capabilities of the gas, which I said I had investigated and accordingly would demonstrate to them the truth of my statements by riding up the hill with my wife upon our tandem.

So mounting the machine I let the gas into the wheels, and we rode up the side of the hill with the greatest of ease, while they stood below watching us with evident astonishment. When we reached the top we found that the hill at that point was not over six inches in breadth, but immediately began to descend to the ocean. Taking in the situation at a glance, I pressed the buttons on the left and put on the brake, but horror! no effect was produced, for the gas did not escape, and the machine, not resting on the ground, was carried by its momentum out over the sea, and there we were, suspended in mid-air.

Fortunately, the machine did not rise any further, but our situation was appalling, and what to do we did not know. Our friends who had seen us disappear over the top of the mountain, supposed of course we would descend on the other side, and began to discuss the wonderful feat without any anxiety for our welfare. So what seemed to us an interminable length of time passed by, and there we were hanging between heaven and earth, with no prospect of an escape from our peril except by the interposition of Providence. When, after waiting a long time, we did not appear, our friends wandered leisurely down to the sea-shore and around the point to the ocean side, expecting to meet us.

To their surprise we were nowhere to be seen. At length, catching sight of them, I called out at the top of my voice, and succeeded in attracting their attention. Tearing a leaf from my memorandum book, I wrote a note describing our situation, and my fear of experimenting with the apparatus, and pinning it around my knife, I threw it toward them with all my might.

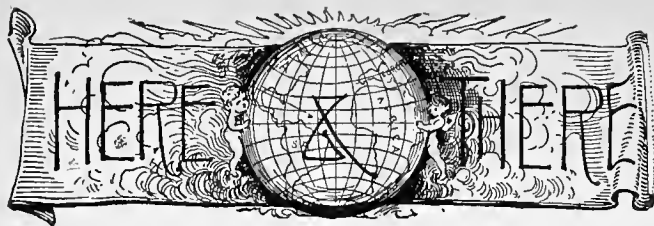
Fortunately, it landed close by them, and reading the note they learned all. We could see them walking to and fro. More persons assembled, and soon many telescopes were directed toward us. At last we saw the crowd hasten away toward the life-saving station and drag out the mortar used to throw a line to wrecked ships. A flash of light, the report of a cannon, and a rope came flying over our heads, and fell just in front of my wife, who grasped it with such force as almost to draw her from the machine.

I seized the rope, and tying the end of it to the machine, gave a pull upon it as the signal to draw in.

Slowly we began to descend. It was with the greatest difficulty I could keep the machine upright, but at length we reached the ground and fell into the arms of our friends, exhausted by the excitement and anxiety.

We were taken home in a carriage procured from a neighboring house, and the machine with us, but nothing could induce me to ride upon it from that day.

Even the entire sacrifice of the remnant of my personal beauty was preferable to the repetition of an experience like that.



SAMUEL JOHNSON, the lexicographer, said: "There is nothing which has yet been contrived by man, by which so much happiness is produced as by a good tavern or inn." There is much truth in this, particularly to a cyclist. I never heard a wheel trip through England discussed, where they did not dwell more on the inns than on the roads. The wayside inn, covered with ivy, pretty bar-maid, and hospitable landlord—moments of pre-railroad days—are still supposed to greet the wheelmen, but only here and there. Wonder if Johnson ever rode a wheel? He was too poor to "coach," too lazy to walk, nevertheless he found out that the tavern was one of the bulwarks of modern civilization. Well, if he was as awkward on a wheel as elsewhere, he had his share of headers.

THE nearest approach we have to the typical English road, is the Harmony road. Old fashioned taverns still line the road, which is plank for fifteen miles, then comes fifteen miles of clay. Who that rides a wheel hereabouts that has not stopped at Keating's for lemonade, or, perhaps, something weaker. The tavern just beyond Perrysville, at the foot of the hill, was there long before Perrysville was heard of. The pole that stands in front of the house is surmounted by an oval board, which informs those who stop scorching long enough to read that this tavern was built in 1797, and rebuilt in 1857. Just think of that, as you coast by the little inn at the foot of the hill. In those days Pittsburg was feeling quite large, having just adopted the name of Fort Pitt, in preference to Fort Duquesne.

AN article has been going the rounds of the wheel papers, stating that the bicycle was probably the highest priced machine on the market, costing three dollars a pound. The fellow that wrote that is evidently not a wheelman, as the wheelmen want to pay ten dollars a pound, only asking that its weight shall not run over twelve or thirteen pounds, for a roadster.

FLYING Star(t) Charlie is in receipt of his old 51-inch wheel. Charlie looks as pretty as a peach, when riding and by many is thought to be the original of the famous bronze statue, "Ajax defying the toll-gate." "Cholly" will explain to any one how it works, and also give you a few pointers on dead-centres, headers, spurring, hill-climbing, and the H. B. S. M. Co. —No charge; you are perfectly welcome; don't mention it.

FROM NEW MEXICO.

"ADAM."

As promised you, Mr. Editor, I send you a few lines of what I have seen in my wandering across the continent. When I left the Hub, cycling for the year was practically finished. I felt that when I reached the Mississippi River I should find a country with good roads, and was not disappointed. Leaving Boston one evening, I was whirled through space and awoke next morning at Binghamton, which place is the owner of a live cycling club. I have the pleasure of knowing a few of the members, but press of time forbade me making a call. At Owego a former L. A. W. member introduced himself, and we journeyed together until the next morning, when I was obliged to leave him at Cincinnati. As he was thoroughly acquainted with the country through which we were passing, he made it extremely interesting in pointing out the places of interest en route.

LEAVING Cincinnati for St. Louis, I passed through Vincennes, Indiana, and remembering that one of the Quebec tourists belonged at that place, I telegraphed for him to meet me at the depot.

PROMPTLY on time, the train stopped at the station, and President Isaacs and H. J. Foulks met me, and after a few greetings we adjourned, where, I need not say. The twenty minutes allowed for a stop, was all too short, and promising that if I went that way again I would plan it so as to remain a few days, I boarded the train, and was soon on the way to St. Louis.

THE roads through Indiana are said to be good, but a severe drough during the summer and fall, and the rains which had lately fallen, made them a sticky mass of mud.

ST. LOUIS was reached, and the few minutes' stop before boarding the train for Kansas City, prevented me from calling on the League's Treasurer.

DURING the night we were, on account of an accident, hung up at a little station in Missouri for six hours, thus missing the connection for the West. At Kansas City I went up town to call on some friends, none of whom are wheelmen. Next morning started out across the Kansas prairies, and went through pleasant places, following the old Santa Fe trail.

AT Trinidad, Colorado, the really good roads begin. The Santa Fe trail is of the hardest kind of gravel, resembling some of the roads in Newton, and I can imagine no better place for a tour than to follow that road down through Los Vegas, Santa Fe, to Albuquerque. At Los Vegas I met an old acquaintance, a League member, and who, until recently, lived in Chelsea.

AT Santa Fe I called on Mr. W. G. Simmons, another of the ex-members in the Territory, and had a pleasant chat with him.

ALBUQUERQUE rejoices in one member and two riders, and why the wheel has not any more devotees, it is hard to imagine. The streets at that place are simply superb, and the road to Tejas Canon is elegant. Having occasion to go into the country sixty miles, I went on to the prairie east of the Zandia mountains, and found more nice roads.

WHEN I get located here I shall bring my wheel out and enjoy the riding in this country. I leave here in a few days for Southern California, and will give you another letter later on.

IN the country districts, Spanish is the prevailing tongue, and English-speaking people are in the minority.

ST. LOUIS.

"LINNEUS."

THE 'hird entertainment of the Missouri Bicycle Company takes place Thursday eve, Jan. 12. It will be a varied one as the last one was, which proved so eminently successful. The glee club will make their initial bow, and I wonder if the club will ever be able to get the melody out of the gym., after such singers as Geo. Osters, Will Barrow, Boswell and Klipstein have a "go" at it. The glee club have weekly rehearsals every Thursday night, and promise something "big" when they come out.

THE last entertainment was indeed a fine one; a good deal of comment is heard that the *Post-Dispatch* Omen, "Hew" & Co., have only given it passing notice. If the fly gentleman, who supplies the news for the above paper, and uses the noms de plume in writing for others, would make it a point to be present at these entertainments, he would find something to write about that is of interest to the general public.

I AM sorry to notice that no one has as yet given Miss Medart and the other performers the credit they deserve, and I hasten, at this late day, to make reparation as far as possible. Miss Medart was in excellent voice, and gave her soprano solo, "Robert, Toi Que j'Aime," such a rendering as is seldom heard from an amateur. More could perhaps be said of this lady's fine voice, but a fear of being "Klipp-ed" prevents me. Mrs. Jno. Kroger gave a fine piano solo, and Mr. Hy. E. Groffman sang his basso solo, "The Gold Beater," in his usually fine style. Billy Barrow proved that he is able to sing as well as he teaches gymnastics, but why did you do it in shorts, Billy?

IT is rumored that Captain Brewster intends resigning the chairmanship of the Entertainment Committee. He says there are many members in the club who have the time, and can attend to the duties of the position as well, if not better, than he can. This may be true or not, at any event, the Captain has placed the mark so high that it will be hard work for a new man to reach it. For this reason and many others, it is to be hoped that the Captain will continue at the helm until the opening of the riding season.

THE weather has turned clear and cold, and the roads are in fine, hammered-down shape. It is quite the thing now-a-days to strap your skates to your back, mount your wheel, and spin out to Forest Park for a couple of hours of fine skating on some of the numerous lakes out there. Quite a party enjoyed the fun by moonlight some evenings since, and yesterday, the road being so fine, our "forty-niner," C. C. Hildebrand, could not withstand the temptation to take a run out to Ballwin, twenty miles away. It is, perhaps, unnecessary to state that he stopped at Kirwood going and returning.

THE gymnasium class of the Missouris', under Will Barrow's guidance, is flourishing. The attendance keeps right up from twelve to fifteen pupils on the designated evenings, and all seem delighted with the gentlemanly way Barrow teaches them. It is indeed a funny sight to see how awkward some of the best riders are in jumping over the "horse," or exercising on the rings. Percy Stone is putting in regular hours, and seldom fails to show up on class evenings. If he keeps this up and is re-instated, as I hope he will be, I venture the prediction that neither Rich, Crist, nor Kluge, will be able to throw any dust into his eyes the coming season.

"Klip." was presented with a fine dog some time since, and is consequently happy. He says he'll "be 'dog-goned' if he ain't a setter, too."

NEW JERSEY NOTES. A HAPPY NEW YEAR to all, and may all our lives through the coming months be less cloudy than the first day of the new year. The past year in this state, viewed from a cycling standpoint, has not been as lively as some of the preceding ones, and yet it has not been entirely devoid of events of more or less importance. We have had smokers and a fair by the Plainfield Bi. Club; entertainments by Hudson County, Passaic County, and Atalanta Wheelmen; house-warmings by Union County, Elizabeth, Atalanta and Trenton; a little spicy excitement in the Orange Wanderers; changes in the firms of H. A. Smith & Co., Reber & Saich, and Reeves & Jagers; a tricycle and bicycle record by Kluge; unfulfilled promises by the King Wheel Company; some very hot discussions on road racing; New Jersey Wheelmen's trip to New Haven; fleeing of Rogers & Co. out of a tandem by "Dr." Cooke, and subsequent disappearance of Rogers & Co.; race meets at Camden, Millville, Burlington and Roseville; spirited meetings of New Jersey Division, L. A. W.; two 25-mile road races of "Alphabetical Association"; shorter road races of Plainfield Bi. Club, Union County, Passaic County and Elizabeth Wheelmen and Orange Wanderers; runs without number by clubs and individuals; formation of Ilderan Bi. Club, at Bayonne; trials and tribulations of the New Jersey Cycling and Athletic Association; split in the Trenton Bi. Club; visit of the American team; visits from Geo. M. Hendee; and—oh, well, I guess the list is long enough to show that "Jersey" has done *something*, at least. Let us hope that before the close of 1888 we will have done that which is most important of all, viz., secured better roads throughout the State, for the use of wheelmen.

#### "RATCHET."

WHEN, oh when, will that reliable book of records be published? And echo answers, "When?"

THE resignations of Mr. and Mrs. L. H. Porter, C. W. Baldwin and E. M. Cowdrey will be acted upon at the coming meeting of the Orange Wanderers.

E. J. DECKER took a run of about thirty miles last Friday morning on his Springfield Roadster, and says he found it "decidedly cold work." I don't doubt it, as the thermometer registered about four to six above zero.

NOW that club elections will be in order, I hope to receive results from Secretaries of our Jersey clubs, the majority of whom have my address. Those who have not, would confer a favor by sending same to the publication office.

THOSE who have the idea that cyclers are effeminate creatures, should have seen the "solitary one" riding over the inter-club course in the direction of Milburn last Friday morning. Whew! but it was cold, and the wind was howling in his face at a twenty-five-mile gait.

So the "Senator" "would not think of touching Roseville." Well, well, "Senator," we'll wait and see. Just for the sake of being contrary, I'll bet you a good cigar that, providing you bring a team to this great and ge-lorious republic, you *will* "touch Roseville." You can't 'elp it, you know.

THAT the Roseville track will see more use during the coming year than it did the last, I am confident. The association is quietly working to make the season a successful as well as a lively one, and it is hoped that the clubs in this section will do something in the way of holding tournaments on the Roseville track, to help the association along.

I AM sorry to be compelled to record the disbandment of the Montclair Wheelmen, a club which had been in existence barely two years. The members at the outset were very enthusiastic and a rosy future was predicted for the club, but for the past season there has been a gradual falling off in the interest, until it was decided to disband. I am pleased to hear, however, that another club will be formed in the early spring.

MR. EDITOR, kindly grant me the privilege of correcting a slight mistake which occurred in your last. The last number of *Recreation* was published Nov. 27, 1886. This was on Friday, and on the following Tuesday the franchise was sold to New York parties, who in turn leased the *Wheel and Recreation* to F. P. Priol, and the succeeding number of the *Wheel* (Dec. 4, 1886,) was the first under the new order. Your mistake is in crediting the change to 1887. (No harm done?)

No more *Record*! Well, the paper has not been up to the mark since George S. Darrow's death, but, nevertheless, it will be missed, if only on account of the cartoons which were sure to call forth a smile. Now that there are *but two* cycling weeklies in the field, we shall expect a big fight for first honors between Editors Fourdrinier and Priol. I'll go my pile on the B1. WORLD holding the position it has already won of being "the brightest and newsiest cycling journal in the country."

THE recently organized New Jersey Athletic Club, of Bayonne, is growing rapidly, and now has over 300 members. The club is hard at work clearing and grading its grounds, and will soon begin work on the grand stand. The club will make provision for all kinds of athletic sports, including cycle racing. It will have lacrosse and bowling teams, and a first-class base-ball club. Stagg, the crack pitcher of Yale, will be one of the "sphere-twirlers," and the nine is expected to be the strongest amateur team within three hundred miles of New York.

I WONDER if any of your readers, Mr. Editor, know how very near we came to having Mr. Henry Ducker as a fellow-Jerseyman? A certain prominent printer, who is also interested in the New Jersey Cycling and Athletic Association, was so situated at a certain time that he could offer Mr. Ducker a very lucrative position. He journeyed to the East to try and arrange the matter, but found that he was one day late, as on the day preceding his arrival Mr. Ducker had tied his hands, and consequently Buffalo secured the "hustler," instead of Newark.

#### RECORD OF THE WEEK.

WE greeted the new year on the special "toboggan train," which was carrying us and a party of our friends from Saratoga, N.Y., to Albany. We had been up to Saratoga enjoying a ride on one of the finest slides in the country, and as we returned, one of our party stood, watch in hand, and at the proper second, he proposed "three cheers for the new year." Almost simultaneously with the proposition the chimes from the Cathedral and St. Peters, Albany, broke the stillness of the night air, and so we entered the ancient city, the merry peals ringing out, and the snow creaking under the runners of the sleigh that took us home. It was an ideal winter's night, and one we shall long remember with satisfaction.

THE Pope Manufacturing Co. and Harry Corey will make a pretty strong combination, don't you think so?

GEORGE MOORE has an excellent cartoon in the *Bi. News* of Dec. 24, showing the launching of the "Cyclist's" life boat.

THE "Cyclist's" Life Boat has been launched, and our English exchanges have full and interesting accounts of the ceremony.

WE spent our Christmas holiday amid snow and ice, tobogganning galore and sleighing superb. On arriving in Boston last Tuesday, we found the ground bare.

THE return of the American team to this country next season and the visit of Howell to our shores at the same time, are not such sure pop events as we could wish.

WE are glad to hear that Mr. Ross and Mr. Butcher are almost as good as new, having recovered from the effect of the gas explosion, which occurred last November.

ALL the British cycling annuals are out. We have not time to review this week. We say "all." Well, there are only three this year. *Wheeling* will not issue one.

THE Dorchester Bicycle Club voted to withdraw from the L. A. W. as a club, but all the active members have signified their intention of joining, as they see and appreciate its good.

WE are going to have a visit from Ned Oliver in the course of a couple of weeks. We have not "sot" eyes on "Happy Ned" since May, 1886, the date of the League meet in Boston.

WINTER seems to have got a good grip on this time, and as he has spoiled cycling, we hope he will be kind enough to give "we uns" of the East and North satisfactory tobogganing weather.

A MILLION dollar road is to be built through Central Park, for the

exclusive use of those who own fast horses, and wish to speed them. That is, it will be built if the Park Commissioners will consent, and the million dollars is forthcoming.

MR. A. P. BENSON, First Lieutenant of the Dorchester Bicycle Club, has 3850 miles to his credit, having ridden the last 250 miles in December. He has taken three century runs during the season.

THE *Wheel* wants to "bomb" the burly negroes of Mobile, because they are hired to assault riders of bicycles on the shell road. We move an amendment and suggest the dynamite treatment be tried on the brutes who hire the negroes.

WE commence this week on our "Trade" column, and shall as soon as data can be obtained, give descriptions of all the novelties which will appear the coming season. The "Volunteer," a new Columbia machine, claims our attention this week.

IT is stated that Chief Consul Jessup will add his voice to that of those in the petition asking the Board of Officers to reconsider the refusal to endorse Wells' appointments. If Mr. Jessup adds his name to the petition it must, of necessity, carry weight.

WE are glad to notice that Philadelphia wheelmen purpose holding a meeting, and forming an association for the better furthering of the work of agitating for improved streets and highways. Owners of horses and carriages will be asked to co-operate.

GENERAL LORD WOLSELEY has expressed himself in favor of a cyclists' corps for home service. He wants the cyclists to be separate and extra, so that the present strength of the regular and volunteer force might not be weakened by drawing on their numbers.

MR. H. T. HEARSAY, of Indianapolis, Ind., was in Boston last week, and did us the honor to pay us a visit. Mr. Hearsay is a large dealer in new and second-hand machines, and also makes a specialty of repairing. He represents the Rudge machines for his city.

PRINCE WELLS was in Louisville Christmas Day, just long enough to see his relatives before leaving for Chicago, where he joins a theatrical company for a period of 26 weeks. He was just from New Orleans and Memphis, where he was engaged four weeks.

MR. JOHN VERHOEF, of Louisville, Ky., completed an exceedingly pleasant tour last fall from his home to New Haven, via Niagara Falls. His average from Louisville to Niagara Falls, was 65 miles per day, and from the Falls to New Haven, 50 miles. Mr. Verhoef is attending Yale College.

MR. PRIAL wishes the editors of this paper a Happy New Year. We accept with thanks, and wish him very many of them. Now if Prial would only join forces with us, and fight for class racing and time limit, and *nothing* less, we might do something towards revivifying the very dead sport of bicycle racing.

THE new binder which we offer at \$1 each, is far and away the best thing of the kind ever put on the market. If you want the *Worlds* on file in good shape, send for one. Also if you desire to bind any periodical the size of the *World* send for our binder. It cannot be equalled in neatness and handiness.

MR. MALTBY, who, with the American team, has scored such a success abroad, will return to this country some time this month. It will be remembered that Mr. Maltby left San Francisco in June, 1886, and has, since that time, travelled round the world, meeting with the greatest success everywhere he has appeared.

PRIVATE advices have been received from Captain Elmer G. Whitney, of the Boston Club, which point to the probability that he will make his home on a sheep ranch near Albuquerque, N. M. He will, however, come back East some time in May for a short visit, and then he will return to his new home for an indefinite period.

MR. H. M. SABEN will look after the interests of the Rudge Company, and the head depot of these machines will be as heretofore, at No. 152 Congress St., Boston. Mr. Saben has been long connected with Stoddard, Lovering & Co., and the bicycle department of that firm. He is thoroughly conversant with the business, and with the agencies of the Rudge bicycles. We most sincerely congratulate Mr. Saben on his promotion, and we can assure the Rudge people they have secured the services of the right man.

A STRANGE story comes to us in regard to the theft from, and recovery of a bicycle, by the Pope Mfg. Co. A new machine was sent to a purchaser in the West by freight. When the crate reached its destination, it was found to contain a second-hand machine. Detectives were set to work, and it was found that a youth, whose name is suppressed, obtained access to the car containing the bicy-

cle, and had taken the new machine, substituting his old one. Out of pure consideration for the thief's family, the Pope Mfg. Co. refused to prosecute.

WE are expecting a lot of the Christmas number of the *Irish Cyclist and Athlete*, and shall be ready to furnish copies at twenty cents each. "Hee-Haw-Watha" is the title of the book, and it is supposed to tell how this celebrated North American Indian crossed the briny and visited all the celebrities of England and Ireland; he then comes home and relates to his family and tribe the wonders he has seen in the old world. It is a brightly written parody on Longfellow's great poem, and will be of particular interest to American readers. We shall have a limited supply, and hence those wishing a copy of "Hee-Haw-Watha" should send in their twenty cents right away.

"OUR very misleading contemporary, the *Nevos*, expresses dread lest the *BICYCLING WORLD* should 'once more hold forth against England, as represented by G. L. Hillier,' on the time question. The *World* is too well edited to have ever been foolish enough to confound the opinions of the English wheel world with the fantasies of Mr. Hillier, and the suggestion that it would stoop to tirades against England such as those directed against America, is unfair in the extreme." The above is from our esteemed contemporary, *Wheeling*, and we can say they are *positively* correct. We never imagined that Mr. Hillier reflected the opinion of Englishmen on things American. We do Englishmen more justice than that. All we ask is fair play, and that is something Hillier does not seem to know the meaning of. We confess to the fact that we should not hit so often were not the object the head of that ultra "Anti-American" individual.

THE *Cyclist* says: "In last week's *Irish Cyclist* McCreedy, or another, pens an able article on 'Loafing,' in which he both agrees and disagrees with Mr. Hillier and the *BICYCLING WORLD*, who argue the practice from different premises. Short of carrying loafing to the *reductio ad absurdum*, we are inclined to support G. L. H.'s view of the question. If, as has been stated in some quarters, it is a fact that gates are likely to suffer from waiting races, clubs holding race meeting have their remedy to hand. Let them boycott known offenders. This is Dr. Turner's proposal for dealing with the amateur question, and a very good one, too." We agree with our esteemed contemporary and also Dr. Turner, "boycott" the offenders. That is right in *line* with our stand. We still insist, however, that the true remedy is "class racing and time limit," anything short of this will not prove a successful cure for the present sick condition of racing in this country.

MR. KENNETH BROWN of Harvard ('91) is one of the most enthusiastic riders that has ever entered that college. He sends us his record for 1887, which shows that a large share of his riding has been done in touring. We append his record: January, 0 miles; February, 112; March, 438; April, 650; May, 320; June, 730; July, 221; August, 763; September, 232; October, 150; November, 314; December, 127; total, 4057. Riding begun Feb. 16th, ended Dec. 31st; longest day's ride, 74 1-2 miles; longest tour, 915 miles, from Chicago to Syracuse, N. Y.; riding done in Illinois, Colorado, Indiana, Michigan, Canada, New York, and Massachusetts. Machines used: Columbia Light Roadster, principally; also 54-inch New Mail, 52-inch New Mail, 51-inch New Mail, and Rudge Racer. One accident from slipping of machine on asphalt, which prevented him from riding for four weeks.

THE "R. I. Wheelmen," thus early in 1888, bring forward their claims for a record, feeling confident that it will be awarded to them. About eleven o'clock Saturday evening, a dozen of the "Rough and Ready" members gathered at the club house, to take part in a "Watch-night run." Captain Mitchell had command of the party, assisted by Lieutenants Speirs and Bennett, and the genial Doctor Bogman, of "1679" fame, was on hand, armed with his pocket flask to defend the party from "Road Hogs." After pulling coat collars up, and adjusting ear muffs and gloves, the party started out over Market square and up Westminster street, but was soon halted by Lieut. Speirs at a lunch wagon, which, by the way, he always finds hard work to pass without stopping. After hot coffee, a mount was again made, and the party soon reached Roger Williams' Park. The three wheelers were soon on the ice, and a scrub race ensued, between Messrs. Titus and Gibbs, on a Columbia tandem, and Perkins and Bennett, on a Rudge-Humber, the latter winning by a few inches. Adjourning to the half-mile circle, the single "trikers" also indulged in a race, the "Doctor" winning, hands down. Doc. and Bennett, on a Rudge, defeated Speirs and Claflin, and then the wheels were turned homeward, and arrived at the club house at 1.45 A. M., thus ending the last run for 1887, and the first one for 1888. Is this record?

THE Pennsylvania Bicycle Club's new building, on Girard avenue

# The COVENTRY MACHINISTS' COMPANY

## LIMITED.

Our Catalogue for 1888 is in preparation, and a copy will be mailed to all who will send us their name and address on a postal card.

It will contain full particulars of the Club Cycles :

**Marlboro' Club Tricycle, Marlboro' Club Tandem, Swift Safety.**

**239 COLUMBUS AVENUE**

**BOSTON, MASS.**



### Christmas Number of the Irish Cyclist and Athlete

SHOULD you ask me whence these stories,  
Whence these tales and these traditions,  
With their frequent repetitions,  
With their numerous errata,  
With the rushing of the cycles,  
With the thunder of the football,  
With the smashing of the racquets,  
With the yells of the spectator,  
With the odor of the oil-can?  
I would answer, I would tell you—  
From the wigwam of the Paleface,  
From the Editorial sanctum,  
From the goose-quill of Macreedi,  
From the writings and inscriptions  
Of his well-conducted paper.

FOR SALE BY  
**Bicycling World Co.,**

*American Agents.*

12 Pearl St., Boston.

**Price, 20 cents, Postpaid.**

When we are compelled to use racing wheels to make records,

**WE SHALL SAY SO,**

but so far our ordinary road machines seem to be

**SPEEDIER,**

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

**350 1-2 Miles in 24 Hours,**

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

**323 \* MILES \* IN \* TWENTY-FOUR \* HOURS.**

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

**100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,**

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

**G. & J. BALL BEARINGS.**

 Catalog cheerfully mailed on application.

**Gormully & Jeffery Mfg. Co.,**

**CHICAGO, - - ILL.**

 Largest Manufacturers of Cycles and Sundries in America.

below Fortieth street, Philadelphia, is one of the best adapted buildings of its kind in America. The lot on which it stands faces the concourse, and is 195 by 40 feet. The base of the building is of an imported English redstone, and the walls above are of the Perth Amboy mottled brick. All the exterior ornaments are made of hammered copper. In the sub-cellar two large heaters and a boiler furnish the hot water for the use of members and heat the house. Above the cellar, and leading to the street by an easy incline, is the wheel room. This room is supplied with washstands, hot and cold water, and racks for holding the machines. Adjoining the wheel room is a fire-proof vault for the storage of oils and waste. The reception room is on the second floor. Adjoining the reception room is the reading room, which is supplied with all the choice literature of the day. On the right of this floor are the ladies' toilet rooms, which are supplied with all the modern conveniences. The third floor is used as a meeting room, and contains billiard and pool tables. The front room is used as a smoking and card room. The fourth floor is taken up by the dressing rooms, gymnasium and bath rooms, which are the finest in the city. The entire building is finished in hard woods, and the gas is lighted by electricity.—*Sporting Life*.

CHAIRMAN DONAHOE, with Dr. Kendall and Wm. Ford, the Entertainment Committee of the Boston Club, laid great plans for the fitting observance of the birth of the new year of 1888. The entertainment took the shape of a birthday party, that proved so successful last year in this club. Music, jollity and fun reigned supreme. The music took the forms of classical, comical and sentimental. The classical was furnished by Mr. T. J. Harriott of the Mozart Club, and Mr. Tom Henry of the Cadet Band. The comical was furnished by two "artists" of sable hue from the West end. A fine supper was served by Steward Nottingham, and all present partook generously. As the time approached for the death of the old year, and the birth of the new, the members ranged themselves in line and prepared to offer "a solemn reception to his lordship, 1888, whose health and benedictions were drunk and solicited, whilst his infant majesty was awakened by the cheerful, if discordant, chime of half a hundred bells," all according to the programme arranged by the efficient committee. Then under the leadership of Tom Henry, who blew his cornet manfully, and Chairman Donahoe, who flourished a billiard cue bravely, the members marched all over the house, and, to a toast given by President Hodges joyfully drank the health of the new year.

WE regret exceedingly that we cannot give in detail the ceremonies that attended the launching of the *Cyclist's* great gift December 17, but we clip from that paper a notice of the event. To Mr. Sturme, and Illife & Sturme, all honor must be accorded for the great success of the venture: "What has undoubtedly proved to be the event of the year in connection with cycling has passed off with the utmost success. We refer to the launch of 'The Cyclist' Lifeboat at Hartlepool last Saturday. The weather was as perfect as we could have wished; indeed, we could scarcely have had more suitable had it been specially provided for the occasion. Everything went swimmingly. The utmost enthusiasm was shown by the sister towns of Hartlepool and West Hartlepool in the matter, the launch and ceremony being witnessed by upwards of 20,000 persons. The occasion was taken advantage of as a means of initiating a period of good fellowship and amity between the public bodies of the old town and newly-appointed ones of the younger borough, for West Hartlepool has only this year been granted the honours of municipality. The rivalry between the two towns has in the past been almost bitter. This was many years ago, however, and matters have been gradually healing between them. The wonderfully good feeling exhibited on Saturday last shows that, at least, the bitterness of the rivalry has been buried in the oblivion of forgotten lore, and the Hartlepoos will, we imagine, in future act upon the motto. 'Together we stand divided we fall.' In every way the launch of the boat was successful. The demonstration was the largest and most important ever held in connection with the pastime, or with the launch of a lifeboat, so that cyclists can consider that they again have scored a record. That Hartlepool was the right place for the boat we have undoubted proof in the terrible narratives of shipwrecks which were related to us while there, and it was the opinion of all that 'The Cyclist' Lifeboat is manned by a crew who will do their duty nobly and manfully when occasion requires. Although, perhaps, the last of the Jubilee celebrations, we consider the project supported by the cyclists by no means the least. The fact of the whole affair having been originated and completed in the thorough and decidedly successful manner in which it has been, during the Jubilee year, is one upon which cyclists may congratulate themselves, and the subscribers to the Cyclists' Jubilee Lifeboat Fund who will peruse the report of the proceedings which we publish to-day, must feel a thrill of satisfaction and pride at having been instrumental in achieving the success of 1887."

### THE SAD CYCLIST.

THE 'cyclist sat by a cheerful fire,  
The 'cyclist's face was sad.  
Without the wintry winds blew cold;  
He wanted an ulster bad.

He looked at his empty pocket book,  
And thought of the unpaid bill  
For the Christmas gift he sent his girl,  
Who lives on Beacon Hill.

As he gazed at the fire a bright thought came,  
He looked at his old machine  
That stood in the corner, close at hand,  
Half covered by the screen.

Quoth he, "'Tis always sad to part  
With friends of days gone by,  
But when the parting needs must come,  
It is no use to cry."

"I'll hie me to my uncle's shop,  
Just off of Tremont street,  
And swap it for an overcoat—  
One good, genteel and neat."

So, suiting action to the word,  
He rose, and stood beside  
The old machine that carried him  
On many a jolly ride.

Its battered rim and bended spokes,  
All told of frequent use;  
While, here and there, a rattling sound  
Came from the bolts, so loose.

Its nickel plating deeply worn,  
Enamel badly cracked;  
Its drooping pedals, twisted bar,  
And backbone sadly racked,

Reminded him of many rides,  
O'er streets and country road.  
But, holding back the tears that came,  
Forth from the room he strode.

At length his Uncle's shop he reached,  
And boldly stepping in,  
Made known his want in accents few—  
He hardly could begin.

Then "Uncle" scanned the old machine,  
And said with merry laugh,  
"Vell, sir, for such a *fine* affair,  
Von tollar and a haf."

The 'cyclist wandered slowly home,  
His face was *very* sad;  
The wintry winds blew *very* cold,  
He wanted an ulster bad.

### HOW WE "DID UP" BLOBSON.

"GENTLEMEN, allow me to introduce to you my friend, Mr. Hezekiah Blobson, of Peaville, Mass."

SUCH was the remark of our Captain Vance, of the Ramblers of S——. Had any other mortal in our club but Vance introduced the specimen that stood before us as Hezekiah Blobson, he would have at once been the mark for most unmerciful guying, but when "Cap" introduced a man to our fellows, or expressed an idea at our meetings, the individual or the idea at once commanded respect, hence all the men very politely took Mr. Blobson by the hand, and assured him that they were "charmed to make his acquaintance." Now Blobson was not a "pretty man;" on the contrary, he was the most "ornery" looking mortal it was ever my bad luck to look on. His face was a curiosity, as a whole, but in detail it took the bakery. His hair was sparse, and what there was of it was a sort of cloudy, dun color, his nose was broad and had a tendency to be *retrouse*, his eyes were "out of true," and his seven by nine mouth constantly assumed a vacuous smile. As to his body and limbs, they were not up to the Apollo standard, and his feet and hands were marvels of size. He seemed to be always trying to hide these extremities as though he were ashamed of them, and I don't wonder at it.

No, it cannot be said that Blobson] was "pretty." Neither did

Blobson appear brilliant; his vocabulary was limited, and seemingly was confined to a few ejaculations, which in turn expressed delight, wonder, assent, or doubt. These adjectives were confined to "Gee!!" "Gosh!!" and "Well!!" but 'tis a fact he put a world of expression in the three words.

We (the club) were about to start on a little run of some twenty-five miles into the country, and Vance, for some unknown reason, had asked Blobson to come along. Now, our men are rather proud of their personnel, and every man is noted for his innate desire to "appear well." I must confess to a feeling of disgust as I saw this "freak" climb on to his machine, and start along the road in such a very uncertain and wobbly manner as to excite the derision of every one who saw him. He was a fearful rider, and needed the whole wide road in order to navigate. The "right of road" was accorded him as none of our fellows cared to run the risk of being smashed.

We finally reached our destination without any very serious delay. True it is that Blobson caused three trifling delays and a ripple of excitement by taking three harmless but comical headers. Once it was an erratic chicken that caused his downfall; another time, he failed to negotiate a corner just right, and came in contact with a lamp-post; and lastly, his machine became restive and deposited him in a ditch filled with low, thick bushes, and from which it took some time to extract the luckless cyclist.

Jack Brown is the wag of our club, and one of the most incorrigible jokers in all New England. Now the jokeful Jack saw in our guest material for fun, and as his bump of veneration is not large, it mattered little to him who was sponsor for Blobson.

He began operations by assuring our awkward friend, that he (Brown) discerned qualities in him that betokened the making of a fast man on the road. Brown emphasized this to such an extent that Blobson really began to show signs of swallowing the flattery. Having laid the foundation, Brown then proceeded to build the fabric of what proved to be a cruel, practical joke; he described our different men, taking care to give the qualities of the fast road rider to our slowest men, and singling out our club champion, Harry Merrifield, as the slowest man.

He then alluded to the supposed insane vanity of Harry, and said that if he (Blobson) would only consent to scorch Harry back into town and beat him, he would incur the everlasting gratitude of the club men, as "Harry was so inconceivably conceited, that a good take down would do him good." In view of the fact that Harry, as well as being the fastest road man in our city, was withal the most modest, it will be seen that the men who were in the swim with Jack in cooking up the joke, must have been immensely amused.

Under the influence of this arch deceiver's words, and the potent effects of a couple of bottles of "Bass' white label," Blobson began to boast and aver that he could "do" Harry back into town. The upshot of all this was that a match was made between Blobson and Harry, on the result of which depended a fine dinner for the crowd, and a silk hat for the successful man. A strange feature of this was that Captain Vance seemed to enter into the fun of the thing, and urged on Blobson, with the palpably false assertion that he would have "no trouble to beat Harry out of his boots."

All the men by this time had worked themselves up to a high pitch of excitement in the anticipated amusement they would enjoy at seeing the discomfiture of Blobson when Harry "let out."

The preliminaries were all gravely arranged, and finally were completed. Blobson's "vacuous smile" had intensified, and he bore the semblance of an idiot more than ever. The private arrangement was, that Harry was to fake the race until about a mile from home, and then "leave."

At length, amid derisive cheers the men were started, Blobson wobbling along at about a seven-mile gait, with every show of much effort, and Harry following, working as though it was hard to keep up. Then came the rest of the boys, enjoying the fun, and making themselves hoarse cheering on the unfortunate Blobson. At the end of about five miles, it seemed as though our dupe was going a bit faster, and he seemed to hold his machine a little steadier. At the end of ten miles the men had all stopped cheering, and taken to riding, as it was evident to the amazement of all, that Blobson was cutting it out at the rate of fifteen miles an hour. When fifteen miles had been covered, Blobson, Harry, Vance, and the chronicler were the only ones "in," as the pace had grown hot, and our guest was travelling at a desperate rate, that had shaken the gang, and a more astonished lot of men were never seen.

At twenty miles, five miles from home, Blobson suddenly leaned a little further forward over his handle-bars, and shot away from us as though we had been standing still. Harry responded to the spurt nobly, and for a couple of hundred yards held his man, but it was no go, as our "dupe" (?) raced clean out of sight, and when we arrived at the club house we found Blobson calmly seated, pulling away at an enormous cigar. The "vacuous smile" was there, but as one by one our crestfallen men dropped in all blown with their exertions, he still preserved his imperturbable demeanor, and

strictly confined himself to his monosyllables. As for Jack, he was too utterly wretched and amazed to say anything. It was a pure case of the biter bitten.

During the confusion Blobson must have slipped out and gone away, as no one could tell when he left, and we have never set eyes on him from that day to this. Capt. Vance was very reserved on the subject, though the more observing have vowed they detected a wickedly merry twinkle in his eye when in after days this wonderful exploit of "Blobson's" was referred to. Was the captain in the secret, and was he a party to the scheme on the side of Blobson, and who *was* Blobson anyway?

#### THE NEWCASTLE (ENG.) SIX-DAY RACE. RECORD TIME.

THE 48-hour race at Newcastle, England, was brought to a satisfactory close on Saturday night, Dec. 10th. It proved to be a close race between Battensby and Young, resulting, as shown below, in a victory for the Blyth man, and not only victory was his, but he succeeded in securing record for this kind of a race. Up to Friday night, Dec. 9, Young lead Battensby. The result is as follows:

	Miles.	Laps.
Thomas Battensby, Blyth, - - -	792	3
James Young, Glasgow, - - -	792	2
Charles Terront, Bayonne, - - -	764	3

W. J. Morgan, at Indianapolis, did 728 miles in 48 hours on a seven-and-a-half lap track, Lumsden did 655 miles at Edinburgh, so the record is beaten by about 64 miles.

#### TRADE NOTES, CLIPPINGS, AND ALL SORTS.

W. E. CRIST, of Washington, and Fred Foster, of Toronto, have engaged the services of W. J. Corcoran, of Boston, to take charge of them during the season of 1888. Mr. Corcoran will move to Buffalo about April 1st, at which place and time both Crist and Foster will go into active training. Mr. Corcoran, with Bromly of Sheffield, has had charge of George Littlewood, the English ped., during his engagement in this country. There is no doubt that if Rich or Crist do not care to give Kluge a race, that Fred Foster, the crack Canadian, will give the Jersey man a show, and Corcoran says he does not fear the result.

THE Springfield Roadster people are out with their 1888 catalogue. It not only deals with their special productions, but it is a fine catalogue of sundries. The pamphlet contains forty pages of matter, besides the covers. We shall describe their new 1888 ball-bearing pattern at an early date.

THE following letter has been addressed to Messrs. Rudge & Co., Ltd., by a late member of the Canonbury C. C.: "Dear Sirs—Referring to the new rear-driving safety which Mr. Rothgeisser appears to claim being the first inventor of, and which I understand you are manufacturing, I beg to inform you that the principle was provisionally protected by me in my specification, No. 368, Jan. 10th, 1887, the complete specification of same being accepted on Nov. 25th, 1887. You are no doubt aware that Mr. Rothgeisser's provisional specification, No. 2,185, is dated Feb. 11, 1887, and under these circumstances I, of course, intend to oppose the sealing of his patent. I think it expedient to advise you of this matter, as probably you will consider it of sufficient importance to investigate.—Yours truly, G. J. CHAPMAN."

THE wheel business for next season is looming up. The St. Louis Wheel Co. have placed an order for 130 Victor Light Roadsters, and this is only the beginning.

"THE *Wheel* is booming an American Road Improvement Association. This is a sensible proceeding, and compares favorably with the 'rot' of another American paper, who desires the racing man to be a brainless idiot. No rider who has ever been in a contest, however mediocre, can have failed to recognize the value of 'experience,' which is practically simple 'judgment.'" The above from *Bi. News*. The compliment to our New York contemporary is graceful. We are pleased to notice that the *News* man is waking up, but we do not like to see the usually polite editor use such terrible words.

THE *Item* says: "Mr. George D. Gideon and his brother, Sam Gideon, in addition to being good cycling cracks, are also something of experts with the gloves, and are getting associated with cracks in the latter line, so gentlemen of the Carnell complexion, when they meet the "great twin brothers" on the road next summer had better not donate any more of the lash, or perchance they may get whipped." Here is a hint for the cyclist who has many weary months of non-riding. Why not improve the shining hours, and thus put a rod in pickle for the pugnacious road hog.

Eck's 50-mile record was made on a 46-inch American Champion safety.

We cannot see that it is belittling Hal Greenwood's ability as a hill-climber, to express skepticism as to his being able to climb Corey Hill twelve times in succession. If he does it, he will prove that he is the greatest hill-climber in the world.

BURT TAYLOR, of the Simmons Hdw. Co., reports trade as flourishing. He deserves credit for having pushed a hitherto little-ridden wheel in this locality, the Columbia Light Roadster, so far to the front in St. Louis.

THE officials in the late 24-hour record ride of Dingley, at Minneapolis, were as follows: Referee, John Nicholson; judges, S. F. Heath, O. W. Smith; scorers and timers, Geo. H. Bartlett, Frank T. Gaylord, Edward P. Kendall; starter, B. Wallace. The same officials acted in Eck's 50-mile record ride also.

THE calendar par excellence this season is issued by the Smith & Anthony Stove Co., of Boston, manufacturers of the celebrated Hub Ranges. It is in six sheets, each being a fac-simile of a delicate water-color drawing by Copeland, made especially for this purpose. The designs are exquisite, and the whole idea is so original and so artistic that it is a surprise to find anything so good and so costly issued as a souvenir by a business house. The six sheets are neatly bound together by a ribbon, and can be obtained by sending eighteen cents in stamps to the above address.



H. D. COREY.

UPON the retirement of Messrs. Stoddard, Lovering & Co. from the bicycle business, their manager, Mr. H. D. Corey, who is so well and favorably known in the cycling world, accepted the invitation of Col. Pope to enter the service of the Pope Mfg. Co.

A brief sketch of Mr. Corey is appended: Beginning as a rider of the "bone-shaker" in 1878, he transferred his affections, in 1879, to the ordinary bicycle, and has since that time been one of the most energetic wheelmen in the country. In 1883 he was offered the position of manager of the bicycle department of Messrs. Stoddard, Lovering & Company, and in that capacity has continued with them up to Dec. 31, 1887.

This firm had been importing bicycles for other houses for some time, and perceiving a great future in the wheel business, they decided to make it one of the departments of their already large importing business, and finding in Mr. Corey the person they wanted, they offered him the position as their manager.

He was first heard of in the racing line in 1883, and during that year, he placed to his credit thirteen first prizes out of a possible sixteen. During the last three years the pressing demands of business have required his undivided attention, but he has managed to break several long-distance records during that time.

Unlike most of the racing men, who trained long and steadily for a performance, he did his racing almost always at a few days' notice, depending upon his fine physique to accomplish his purpose, and was generally successful. During the Springfield tournament of 1883, he mounted his bicycle and broke all the records from one to ten miles, inclusive, excepting the two-mile and five-mile, the act being more remarkable as he had never ridden a ten-mile race in his life until the day before. For his performance the Springfield Bicycle Club presented him with an elegant gold watch, valued at \$150.

This ended his career on the path, but among a number of his noteworthy performances, was his riding down Mount Washington in the spring of the same year. Any one who has come down this steep ride can have some idea of the nerve it required to handle the bicycle during the descent. In the same year he rode up Corey Hill at Brookline on an ordinary bicycle, being the first to successfully mount the hill, although it had been tried by numberless riders, and it was some two years later before another rider accomplished the same feat. For this performance, Messrs. Rudge & Co. presented him with a beautiful 53-inch Rudge Light Roadster, during his visit to England in 1884. A little later in the same year he broke the record round Chestnut Hill reservoir, which had been standing for four years; and in the latter part of the same year he broke the 24-hour record on his bicycle. For his many notable performances he was called the "record breaker."

As a judge of bicycles and tricycles, Mr. Corey is considered one of the best authorities, as his extensive acquaintance among manufacturers and cyclers, both in England and America, combined with a decided mechanical taste, gives him unequalled advantages for ascertaining the wants of riders, and in securing the most valuable improvements. It has been his policy to carefully consider the requirements of cyclists, and combine the greatest measure of simplicity with stability.

When only twenty years old he was sent to England by his firm to superintend the building of their stock of cycles, and after the completion of his sample machines, he gave Messrs. Rudge & Co. the largest export order that was ever given.

The death of his father while Mr. Corey was in England a short time ago, left him in an independent position, but he much pre-



#### CHANGE OF FIRM.

MR. STRINGER'S visit to this country on behalf of Singer & Co., Coventry, has resulted in a change in the importing trade of this firm's goods. W. B. Everett & Co. have sold out to Messrs. Singer, and on January first the new arrangement went into effect. Mr. Ross, who has so long been connected with Messrs. Everett & Co., will be the manager for the American branch. Mr. Ross is a gentleman who is thoroughly conversant with all the details of the business, in fact during the past two years, he has practically managed Messrs. Everett's business in a way not only most satisfactory to his principals but also to the patrons. Messrs. Singer could not have done better than appoint this gentleman to the very important position of manager of their American branch. Steps have been taken to at once stock up with machines for the coming season, and it goes without saying that with the business ability of the management, and the splendid reputation of Singer's cycles, that the trade of 1888 for that firm will be still in advance of any former year, excellent though it has been.

We cannot leave this subject without a reference to the retiring firm. The gentleman, whose name heads the firm, went into the bicycle business in 1885, secured the agency for the Singer goods, and moved into the store formerly occupied by the Cunningham Co. Although in this business only two years and a half, we doubt if there is a man in the trade better or more favorably known than W. B. Everett. A thorough business man, with the knack of making and holding friends, he was exceedingly popular with all who came in contact with him. We cannot pay him a higher compliment than by saying that anybody who had the pleasure of business dealings with Mr. Everett was always anxious to continue the connection when opportunity offered. We having nothing but kind words for the retiring firm, and regrets, that the trade will know them no more.

When Mr. Everett took hold of the business, he felt the necessity of obtaining the services of a good lieutenant, one who would be entirely in accord with his methods. In Mr. Ross did Mr. Everett find the requisites, and so his services were secured. Mr. Ross has all the sterling qualities which go to make a good manager. All who have had dealings with him will bear us out in saying that such transactions have been a pleasure, and that Messrs. Singer have made an exceedingly wise move in securing his valuable services as manager for America.

ferred to be busy, and upon the retirement of Messrs. Stoddard, Lovering & Co. from the bicycle business, after considering several very flattering offers, he decided to enter the service of the Pope Mfg. Co., believing in the great future of American manufacturers.

Although heretofore a strong competitor of the above firm, his relations with them had been most friendly, and while having nothing but the kindest feelings toward his English rivals, his energies for the future will be for the Columbia bicycles and tricycles, a departure in which his friends will gladly welcome him.



THE VOLUNTEER COLUMBIA.

PRICE, \$100, for a 50-inch, K finish, with ball bearings all around, Columbia "double-grip" ball pedals, double-grip handles, Kirkpatrick saddle, and one-piece hollow cow-horn handle-bar. Or with Columbia "double-grip" parallel pedals, \$95. With cone bearings to rear wheel and parallel pedals, \$90. Difference of \$2.50 for each two inches in size, up or down.

BRIEF OF 50-INCH. Metal parts all steel, and no castings. Endless moulded rubber tires, 7-8-inch front and 3-4-inch rear. Crescent felloes. 56 and 18 direct spokes, No. 11 1-2 gauge, with both ends enlarged. 4 1-4-inch recessed steel hubs, on 8 3-4-inch axle, with 5 3-4-inch spread of spokes. Detachable Knous cranks, 5, 5 1-2 and 6-inch throw. Columbia "double-grip" rubber ball-pedals. 18-inch rear wheel. Columbia adjustable ball-bearings to front and rear wheels. 1 3-8-inch cylindrical perch, made of imported patent cold-drawn, seamless-steel tube, No. 15 gauge. 5-inch cylindrical head. 4 5-8-inch conical centres. Columbia elliptical, cold-drawn, seamless-steel, tubular front, and semi-tubular rear-forks. 28-inch hollow, continuous-steel, cow-horn handle-bar. "Double-grip" vulcanite handles. One-piece leg-guard. Grip-lever-spoon brake. Adjustable step. Kirkpatrick saddle. Tool-bag, with B. & S. monkey-wrench, screw-driver and oil-can. Weight, with saddle and pedals on, 41 pounds.

There are no questions affecting the interests of wheelmen of greater importance, and probably none admitting of a wider range of discussion, than those bearing upon the matters of qualities and prices of bicycles; and in the last season or two a much more active consideration has been given them than before.

The Pope Mfg. Co. recognizing the need, and the different degrees of success, and the contrary, with which it has so far been met, have determined to volunteer an effort in this direction themselves, and have concentrated their attention upon the present

machine, drawing upon the extensive experience at their command, with a view to presenting the purchaser of a medium-priced bicycle the highest possible value for his money.

CONSTRUCTION.—Great durability, reasonable lightness, exact interchangeability of parts, and beauty of outline are first among the requisites of any bicycle, of whatever grade; accordingly, for all parts of this they have taken precisely the same qualities and tempers of steel that they use in the corresponding parts of the Expert; and there is no metal but steel in either machine. They have forged and fitted them under the same thorough methods; in many details they have used the same forms, only changing others for the saving of expense without sacrificing strength, or for the sake of contributing a proper and necessary individuality to the machine.

By dispensing with a few of the least essential advantages of their high-grade machines; by devoting less tool-work, labor and time to the finishing of parts where appearance only, and not efficiency, is affected, omitting the expensive rubbing down and polishing of the successive coats of enamel; and, perhaps the most important factor entering into this side of the case, by constructing a large number of machines at once, of but four sizes and one finish, this company claims to be enabled to make and put the Volunteer upon the market at a lower price than a wheel of equal value has yet been sold at.

ALL HOLLOW PARTS of the Volunteer are made of the best seamless-steel tubing, cold-drawn and rolled; the solid parts are drop-forged steel, with joints fitted and brazed, and bearing surfaces finished and hardened by skillful workmen under most approved methods.

THE WHEELS present no material difference in construction from those of the Expert, though for the sake of lightness we have put a 7-8-inch tire on the wheel. In doing this, however, no strength has been sacrificed, as the new felloe, designed and rolled especially for this machine, is of equally fine stock and practically the same weight as in the Expert, the section showing a thicker middle to make up for the decrease of diameter. The spokes are in no respect different, while the hub is the same in material, though slightly modified in form, and not quite so finely machined.

THE DIRECT SPOKE principle of construction is employed. They use an ample number of spokes, 52 on the 48-inch wheel, with an increase of four for each rise of two inches, and made as they are with enlarged ends, and with a carefully gauged thread at the hub flange, can vouch for their ability to withstand loosening or buckling strains.

BEARINGS.—Both front and rear wheels are fitted with the regular Columbia adjustable ball-bearings, whose excellence and thorough reliability are unquestioned; though they furnish the machine with cone bearings to the rear wheel, at a reduction of \$5 in price. They afford a good adjustment for wear, and, at the expense of a little more frequent oiling than the former, make a very satisfactory bearing.

The hollow front FORKS and the PERCH are of a similar form and the gauge of stock as in the Light Roadster.

THE HEAD is practically the same in form as in the Light Roadster or Expert, though fitted with a single set-screw and a broad-flanged lock-nut to prevent its working loose.

THE HANDLE-BAR is their regular hollow, one-piece, cow-horn bar, of the highest grade of cold-rolled seamless-steel, and its reputation needs no special advertisement. The heavy gauge they are now using affords the greatest security against breakage to be found in any bar on the market. They put it on this machine by a less costly method than in the cases of their other bicycles; while the attachment is equally strong and effective, the bar cannot be so readily removed or adjusted. The bore through the head-lug is round and sufficiently large to admit of easily passing in the curved bar. The excess diameter is filled by a split thimble, and the bar then firmly secured in place.

The hollow "spiral" handle-bar, affording the curves of the cow-horn bar, with a backward turn, bringing the handles toward the rider, and more nearly parallel with the wheel, will be put on a new machine, in place of the above, if ordered.

THE HANDLES are of the regular "double-grip" pattern, though they will substitute for them on a new machine either their pear-shaped or spade handles without difference in price.

THE CRANKS are their very successful Knous pattern, in which the PEDALS cannot slip, and the latter are their regular "double-grip" ball pedals, though "double-grip" parallel pedals will be furnished in their place at \$5 reduction.

SADDLE.—They have fitted the Volunteer with the improved Kirkpatrick saddle, and an adjustable step, and these, with the other appointments of the machine, go to make a most comfortable, reliable and altogether satisfactory bicycle.

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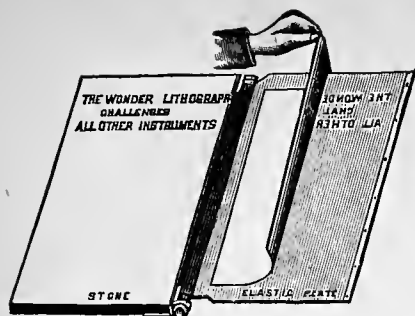
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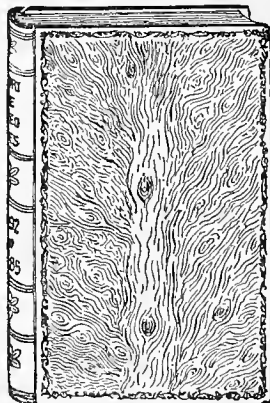
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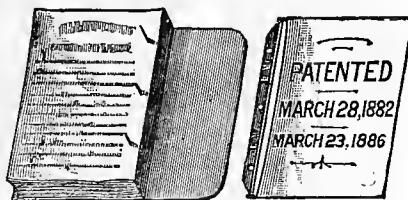
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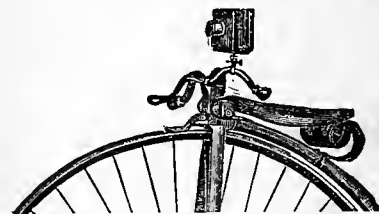
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SAMUEL T. CLARK & CO., - - - Baltimore, Md.



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—BY—

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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 13 JANUARY, 1888.

PRESSURE on our space has compelled us to hold over a lot of matter, and we hope our contributors will be patient with us.

THE story of "A Trip Up the Amazon," by a couple of French Canadians, Batiste and Jean Le Feu, will be a source of much pleasure to the readers of the WORLD. See special dispatch to the WORLD printed on this page, from our Newark correspondent, "Ratchet."

LAST Sunday's edition of both the *Globe* and *Herald* had interviews and letters with and from some of the representative men of Boston and New York, on the subject of sports for the rising generation. The aim of the articles seems to be to hold up Mr. John L. Sullivan and his fellow-sluggers as the embodiment of all that is desirable and manly. With very few exceptions the greatest gladiator of modern Athens gets very cold comfort at the hands of the interviewed and the writers. Mr. Richard K. Fox, of course, points to Sullivan and all of his kidney as being the perfection of chivalry and manhood of the nineteenth century. A great many of those whose opinion is given, express themselves in favor of boxing, but they decry the present tendency and growing taste among our young men for the brutal exhibitions of the prize ring. The knowledge of how to use your hands scientifically in self-defence, we hold to be an excellent and desirable accomplishment, but the fact that because a man is an adept in boxing, it does not by any means invariably imply the individuals interest in the sickening exhibitions of bare knuckle prize fights.

Not only does the practice, boxing, come in for a large share of favorable and unfavorable criticisms in the articles alluded to above, but the more polite sports of yachting, tennis, boating, equestrian and pedestrian exercises come in for a good deal of commendation as sports for young and middle-aged. Bicycling is entirely ignored; some say they know nothing about it; some concede that the sport is a "good one;" but one man, Mr. Henry Garfield, President of the Amateur Oarsmen Association, avers that the bicycle is injurious. He gives his reason, which is, that "weight rests on portions of the body not designed by nature to support it." Evidently Mr. Garfield's conclusion must have been arrived at after he had been witnessing the performance of some trick rider, who, perchance, at the time Mr. Garfield saw him, was doing the "balance act" on his head. We will not enter into a discussion as to the parts "designed," etc., but we can assure Mr. Garfield that the parts designed by the Great Designer to support our weight on foot or while seated, are the same utilized by the cyclist in sitting on his

saddle and propelling his machine. We can further assure the worthy President of the Association of Oarsmen, that the position of a cyclist on his machine is a proper and natural one, and not at all akin to that of the "open-and-shut jack-knife" attitudes assumed by an oarsman who sculls "in form." Take the *best* types as to "form" of sculler and cyclist, and will anyone dare to say that the oarsman is the more graceful? We think not. The proper form of a cyclist is less likely to be injurious, and is certainly prettier than that of the oarsman.

Monotony, thy name is sculling. We know whereof we speak, as we have sculled on the noble Hudson, at the very home of the worthy President Garfield, namely, Albany. Sculling is good enough when you cannot get any other sport; but as compared with cycling, equestrian, or even pedestrian exercise, it is as the caged dove with the free and noble eagle. The possibilities of enjoyment at the hand of the sculler are limited, very limited, and his will or wish cannot enlarge them; but with a cyclist the wonders and beauties of the wide country are at his feet if he has but the will to go and enjoy. When an oarsman rubs the fur of our cycling cat the wrong way we confess to a feeling of lassitude, a desire to lie down, a wish to slumber and let the world know us no more. To be more explicit as to our feelings, and to use the slang of the day, "it makes us tired."

#### BI. WORLD CORRESPONDENTS UP THE AMAZON.

*Special Telegram to the Bicycling World.*

NEWARK, N. J., Jan. 11, 1888.—Two French-Canadians, Batiste and Jean Le Feu by name, arrived in this city last evening at 9.40, having journeyed from their home in the far Northwest, on a most wonderful looking machine, by the aid of which they propose to make a trip which will cause Stevens to be looked upon as a "penny-a-liner." The machine is a quadricycle, but can be converted into a tricycle at short notice. The motive power is gained by a combination of crank and lever motion, but when the legs get weary a "rowing" attachment is at hand. They are provided with cooking utensils, two folding canvas canoes, photographic camera, fire-arms, and a stock of chemicals large enough to stock a store.

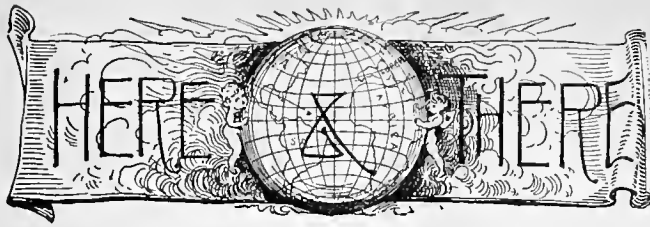
They stopped in Newark over night and took breakfast at my house, after which they took their machine apart and packed it for transportation. To-night they go to New York, and to-morrow embark for Liverpool, from whence they will go, by way of St. Thomas, to Para, Brazil, and here the trip proper will begin.

The scheme is to navigate the Amazon River and its tributaries by the aid of the canvas canoes and the quadricycle. The canoes and cycle will be used in about the same manner as King's water cycle. Trips inland will be made by the adventurers, who will take photographs of everything of interest which they run across. When they reach the Upper Amazon (or Marañon), which, with its tributaries, is well peopled with hostile savages, they will depend upon their knowledge of chemistry, and work upon the superstitions of the *bravos*, in order to carry themselves through. Jean, the younger brother, says he is "aching" to try his magic lantern in working some of the "London Mystery" ghosts for the benefit of the benighted heathen. As to the deadly *worula* poison, with which the savages tip their arrows and spears, Batiste says he has no more to fear from it than from "beer."

They also intend to take notes on the people, habits of living, climate, and anything in fact that comes along. I have made arrangements with the two gentlemen to furnish me, for the benefit of the readers of the WORLD, a full account as far as possible of the progress made. The first letter will be from the beautiful little Danish island of St. Thomas, the former stronghold of Morgan, the old-time buccaneer of the Spanish Main.

RATCHET.

THE Somerville Cycle Club have elected the following officers for the ensuing year: President, J. B. Cann; vice president, J. H. Woodbury; recording Secretary, H. L. Billings; corresponding Secretary, W. B. Nelson; Treasurer, Eugene Sanger; Captain, Fred B. Kimball; First Lieutenant, Elmer J. Bliss; Second Lieutenant, W. J. Emerson; Colors, Carle P. Cubberly; Buglers, W. H. Hooper and Edward K. Sawyer. F. B. Kimball was declared the winner of the gold watch, offered as a prize to the members who made the largest number of club runs during the season. Mr. Kimball attended every run made by the club but one. Last Wednesday evening was ladies' night, on which occasion a very pleasant social entertainment was enjoyed at the club rooms.



### "GENTLEMAN JOIN."

#### AT LARGE.

I HAD intended crossing in the Indiana, which is "ostensibly" an American line steamship. One sight of the hideous craft, as she lay moored at the dock in Philadelphia, was enough for me, and I changed my ticket for one on the City of Richmond, an Inman line boat. She was a very good travelling boat, had a fairly good table, good attention, and very large state-rooms, but still she does not compare with the German or French lines. She set a better table than a Cunarder. There were about thirty-five cabin passengers. One of these, an English M. P. from a little place in Lincolnshire (we shall call him Halley-Stewart) was quite a character—a large man with a very Scotch and very weak face, and a living evidence that brains are not always necessary for popularity with the *Canaille*. He made no end of fun for the passengers, and would have made his mark as a court jester in the olden times, when jokes did not have to be good enough for *Texas Siftings* or *Life* to cause the royal court to slap their thighs and make other exhibitions of the extent of their appreciation and good breeding.

THERE were many Englishmen on board going home for Christmas, some of them fine fellows, who had been out in Yokohama for the past ten years, engaged in the silk and tea trades. Everything on board was English; even the mustard was English, as evidenced by its peculiar strength. The waiters were English, as shown by their servility, and the way they assumed devotional attitudes when expecting a tip. There were quite a number of sea-sick passengers (myself not included), and the following version of "Casabianca" suggested itself:

A boy stood on the Richmond's deck,  
Losing his dinner by the peck.  
A girl stood on the deck below,  
Watching the big waves come and go.  
And the girl's sweet thoughts,  
Were they of love?  
(No, no.)  
She was dodging the victuals  
That came from above.  
But you boast of a "life on the ocean wave,"  
While the sea-sick moan for an early grave.

THE scene at the dock when a big vessel leaves the shore is usually an interesting one. One sees exhibitions of all stages of sorrow. Aged mothers and pretty (sometimes) sweethearts divide their attention between wiping their eyes and waving a last adieu to father or son or lover; and they had cause for sorrow. Were not their dear ones leaving them just at the approach of the glad Yule tide? Would they ever see them more? It was evidently this thought which weighed heavily upon the heart of a silver-haired old woman, who clung to her son near the gang plank of the Richmond. The son, a drunken-looking yokel, told his mother to "cry a little for him." Can it be that some men are utterly devoid of *all* manly, or even human, instincts, such as the love of son toward his mother? Good looking Gretchens stood on the steerage deck, and did not seem convinced which was the correct thing to do, to laugh or to cry, so they did a little of both, and seemed at ease with themselves.

WE soon passed the Bartholdi statue of "Liberty Enlightening the World." Who can look upon that grand statue and not wish to be one of a nation that *advocates* (at least advocates) liberty for its sons and daughters. The Bartholdi's ideal has never suffered from tight lacing or French heels. That, of course, would be out of the question, as it would entail slavery. Bartholdi's statue is said to be a little out of proportion in one particular, but very few would notice it; but still she is a fine woman, and neither paints nor powder, and her shoulders are broad enough to stand all the puerile criticism which may be heaped upon her.

THERE were two preachers on board, and both were very sea-sick. It is to be hoped that if they had any very wrong views that they

got rid of them. The first Sunday they spent in their state-rooms, thinking of soulful things to say upon the following Sabbath (which was also spent at sea).

THERE was one lady on board who ate sausage. She had, evidently, a good deal of confidence in human nature, or she would have fed upon something, the manufacture of which is not shrouded in such *awful* mystery. She must never have heard that shoe buttons and poker chips have been picked out of sausage. Doubtless, had I broached the subject, she would have upbraided me with something like, "O ye of little faith!" She evidently was unaware of the adaptability of nearly every form of food to become part of a German sausage, or of the *sang froid* which is exhibited in the manufacture of the article. A visit to Armour's establishments in Chicago or Kansas City will cure almost anyone of the habit of sausage eating. The expression, "Dog eating dog," must have originated when Frank Egan saw a dog eating sausage. That would, at least, be an almost literal interpretation of the phrase. I think to *know* such a woman, must be to *love* her. She must live far from the city smoke, where men wrestle with base ball, pool numbers, and bet bats on the next Presidential election. I think such a woman could enjoy a circus with its doubtful ice cream, caramels and lemonade. A lady on her right hand at table lunched lightly upon soda crackers and water cresses, and drank "Apollinaris." She was the wife of a college science professor, who read constantly from a blue covered cheap edition, known as the Humboldt Library.

I HAD great amusement lying in my berth in my state-room, watching my two valises chase one another across the floor, when the boat was rolling. One I called "Rowe," and the other "Temple." "Temple" was a thick-set, chubby valise, very heavy and round, and used to beat the "Rowe" valise by several inches on every trip across the state-room. (And I think he can too, when the *men* meet.)

I SAW a rather amusing thing at the breakfast table one morning: A young Mrs. B. with her husband and very young son sat opposite. Mr. B. excused himself from the breakfast table with these words: "Dearest, do you think you can manage the little one alone." His wife answered *naively*, as she looked up: "Oh yes, Charlie, I know I can. You know I am used to that."

At the Custom House at Liverpool the officials seemed to be on the lookout for dynamite and infernal machines. A pair of pistols and some cartridges were eyed a little closely, and the officer muttered something about their being *contraband*, but a little money which he found on the top of one of the boxes seemed to change his opinion, and with a flourish of chalk marks, I was pronounced "O. K." If he had even seen my Victor cyclometer, with its dial and *time fuse* attachment, I should be penning these lines in some English dungeon, as an Irish suspect.

CYCLING in Edinburgh is over for the season. The atmosphere is terribly thick and wet, and an awful change from the pure atmosphere of Minnesota. They are apparently a "fine day" lot of riders and do not venture out on a damp day, in case their "bike" might rust. In March things will pick up again. The "safeties" are all the rage; Crippler tricycles are also very popular. Very few ordinaries are exposed for sale, and they are becoming wonderfully unpopular. It does look strange to put those little "eye-glass safeties" against big ordinaries. But the safeties get there just the same, and I think are much prettier than "Stars." I shall soon take a trip through the English cycleries, and shall report all novelties.

### NEW JERSEY NOTES.

#### "RATCHET."

THE weather on last Monday (2) was simply immense, and the roads all round were pronounced to be in "nickel-plate" condition. More wheels were out than on any previous day for a month. H. A. Smith and David Clark took a jaunt round the Oranges and up by way of Bloomfield and Montclair, in the morning. In the afternoon Messrs. Anderson and Walker went over the same course.

THE dealers round here say that business has made a fine spurt since the first, and that the outlook for a big spring trade is bright.

THE "Pennsylvania, Maryland and New Jersey Road Book" will be ready for distribution about the first of May, and will take the starch out of any of the preceding ones.

ACCORDING to a daily paper, twenty-two resignations are to be acted upon by the Orange wanderers. Surely there must be a very big screw loose somewhere in the "City of Macadam."

MR. EDITOR, you want to keep your "weather eye" peeled for another sporting paper from this end of the world. If it appears at all it will be about June 1. It will cover cycling, athletics, bowling,

rifle and pistol shooting, rowing and yachting, base-ball (briefly), tennis, and in fact almost everything excepting horse-racing, pugilism, dog-fighting and such like.

THE Bloomfield Cyclers will give a grand musical entertainment in Library Hall, on Friday evening, Jan. 20. An elegant programme will be presented, including selections by the famous Columbia College Glee Club. This affair should not be forgotten by cyclists.

GIVE us class-racing and give us time limits. The latter was tested by the Orange Wanderers last fall, at Roseville, and was found to work to perfection. Also give us a good, sensible reason why a professional cyclist is not as "white" as a so-called "amateur."

FRED CONINGSBY is greatly missed by the frequenters of Oraton Hall, with whom he was a favorite. He is now with his father at the Jersey City office of the King Wheel Company. I understand, however, that Fred intends to go into the professional ranks as a fancy trick rider.

WITHIN a few days a party of a half-dozen or more propose taking a tricycle ride to Paterson and return on the ice. Of course the trip depends upon the weather, and will not be undertaken if the present slushy spell continues. This trip is about as enjoyable as any that can be taken at this season. The danger of taking a "plunge bath" is just great enough to give a spicy flavor to the trip. Howard A. Smith and other members of the New Jersey Wheelmen made several such trips last winter.

So Fred Foster wants to have a "go" at Kluge. Well, I've no doubt Charley would be good-natured enough to give him a chance. If the boy from Canada expects to beat the Hudson County man, however, he had better begin his training at once. He will certainly have to show more speed and use more brain work than he did at Roseville in 1886, or he will get left all round. Just bear in mind, Freddie, that before you stand any show to lead our Jerseyman over the tape, you will have to be good for 2.35, or better.

I'm a straight-cut amateur, sure's you're born  
(See anything green in my eye?),  
If I ride for the pope, or ride for the d—,  
The amateur colors I fly.

Did I buy this machine? You must be thick.  
I can borrow a mount—can't I?  
And if on my hands it chances to remain,  
Why, the owner's to blame, not I.

Respectfully dedicated to 97 4-5 per cent. of the so-called "Simon-pures."

#### NEW YORK.

##### "THE RAVEN."

I SAW in your columns last week a note from the Providence Wheelmen asking if a ride of theirs begun at midnight on Jan. 31st is a record. For the past six years the Ixion Bi. Club of this city has always called and carried out a midnight run as above, and this year, while the club itself has been merged into that of the New York Club, the practice was not forgotten, and six men under command of Lieutenant McFadden, started at 11.30 P. M. and rode in a snow storm till 12.45 A. M., thus completing the seventh successive run of the kind by the organization, and that is record.

So Harry Corey goes with the Pope Mfg. Co.? Well it's a cycling example of the lion and the lamb laying down together, only in this case it is hard to tell which has the best of the bargain, as both sides are equal gainers by the arrangement.

RUMOR says that Edwin Oliver, the President of the Lincoln Club of Chicago, is to take up his residence here as manager of the Eastern branch of Gormully & Jeffery. Many of us "old timers" would welcome Ed back to New York, and the cause here would gain an able supporter in him.

THE New York Club awarded its prizes for mileage at their special meeting on Friday last. The prizes given were expensive and appropriate. No selection of them was made until after the winner was drawn, and then the committee chose something suitable to the taste of the recipient, which is certainly a much better way than awarding him some useless but costly medal that he cannot use in any way. The awards took the form chiefly of jewelry, and of what Mrs. Partington would term "articles of virtue and bigotry."

THE "West End Protective Association" filed its certificate of incorporation in the county clerk's office during the week just passed. It is composed of property owners on West End avenue, among which is the New York Bicycle Club, and has for its object the protection of the high reputation of that avenue, and the determination to keep it the most aristocratic one in the city. This is quite a change from a few months ago, when the New Yorks for a time were

refused property to build a club house upon in this same West End avenue.

I MET a cynical wheelman the other day, and he asked me to advocate a change in the name of the L. A. W. Racing Board. His argument was that there was no more racing now-a-days, and that the Board, who formerly had charge of it when it existed, was now in consequence inappropriately named, and he thought in view of the fact that they were devoting themselves entirely to laundrying the solid reputations of professionals, and turning them into pure and spotless amateurs by reinstatement, that it should be called the L. A. W. Wash Board. Wonder if he wasn't very near correct?

MR. LAWSON N. FULLER is still holding his free concerts for road hogs in Chickering Hall, and advocating for their special use the construction of the racing road through Central Park. The cause don't seem to prosper, though. This Fuller is an extremely rich man, and as such is called eccentric, whereas, if he were poorer he would more truthfully be called a crank. As an example of this, he a few years since endeavored to have passed an ordinance prohibiting the wheeling of baby carriages upon city sidewalks. If he succeeds no better with his new hobby, than he did with his old one, it will be some time before horsemen see that road through Central Park.

IT was an old saying that all roads lead to Rome, so I suppose, in days gone by, the ancient charioteer did not have to stop every few miles and asks the "hay-seeds" where the road he was travelling upon went to, as do his modern prototypes, the wheelmen. From this difference grew the necessity of a bookmaster, and the consequent appointment to the office of Mr. A. B. Barkman. This gentleman's unequalled ability to at once tell wheelmen where the best roads were to be found, is now supplemented by his accepting a position which will enable him to also communicate to them what is the best machine to ride upon them, since hereafter he will manage the bicycle department of A. G. Spalding, a position in which I cannot wish him better luck, than that the cause may now do for him as much as he has done for it.

#### NEW ORLEANS.

##### "BI."

"CALL ye this winter?" I am lead to exclaim as I sit me down to-night (Jan. 6) with coat and collar thrown aside, and between trying to imagine that we are really in the midst of winter, and to "think up" enough of the needful to indite sort of a letter, I succeed admirably in creating a gentle perspiration, for you must know that the thermometer marks—well, no matter, there is not one convenient just now, so you'll have to take my word for it that it is decidedly summerish. It is elegant weather for riding, and I should certainly, in the language of the day, "let 'er slide"—this letter, I mean—and take to my wheel, if it was not for one little circumstance. Little! Yes; but quite enough to force me to remain in-doors. It rained to-day, and the ever-reliable asphalt is beautifully (?) coated with Louisiana mud. Hence these tears—and this letter.

AT the last meeting of Louisiana Cycling Club, E. A. Jonas was elected Secretary-Treasurer, *vice* J. P. Phelan.

A QUARTERLY meeting of the State Division, L. A. W., is fixed for Monday, 9th inst.

THE projected lantern parade movement has virtually petered out. The meeting was held, committee appointed, and the work portioned off, but the committee has found enthusiasm and cash rather scarce, and in consequence it is quite likely that there will be no parade this Carnival.

LAST Sunday's *Times-Democrat* devoted a column and a half to a description of the New Orleans Bicycle Club and its officers, embellishing it with portraits of President Shields, Vice President Fenner, Secretary Fairfax and Captain Rea. The pictures of the first two were reasonably correct, but as for the others, it would take a good look and some one who knows them to recognize their features as pictured by the T.-D. artist.

THE L. A. W. *Bulletin* records with calmness and without one word of comment "that bicyclers are not allowed to use the shell road at Mobile, Ala., and it is said that burly negroes are hired to way-lay and beat cyclists found riding on this road." If the League was of any use there would exist no foundation for such a report, as you say in your issue of December 30. Your hand, Mr. Editor. That was a beautiful shot, and our only hope is that you'll fire a few more of the same sort into the "great old League." We Southern members are tired of the half-hearted non-committal dodge-the-issue-and-treat-all-charges-and-hints-with-silent-contempt sort of a policy that has characterized the L. A. W. for the past six months or so, and want a change for the better and intend to work for it, too. Keep up your firing, dear WORLD, even

if your shots don't penetrate immediately, it's deucedly unpleasant to have them falling round, and sooner or later they are bound to have some effect. Keep it up; we're with you.

#### PITTSBURG and VICINITY.

##### "DUQUESNE."

JNO A. WELLS has been re-appointed a representative of our Division. This is right. Mr. Wells has worked "more and better and harder" for the Pennsylvania Division than any man in it, and his nomination should be confirmed; but will it be? That is the question that the next meeting of the Board of Officers of the L. A. W. will wrangle over. I never saw Mr. Wells, and therefore I do not champion him for friendship's sake, but simply because he is the choice of our Chief Consul, the majority of the members of this Division, and is eminently fitted for the office.

MR. EDITOR, what is the *Claviger* bicycle?

J. KING EWING will soon be a "Benedict," or, as they put it now, a "tandemite." The best wishes of all the boys are yours.

AND now Wells wants to grasp fame and glory by climbing Corey Hill a dozen times without a dismount. Well, if he does it, hurrah for us (Pennsylvania), and if he fails, "I told you so."

WOULD like to know to what cycling editor Alexander Pope referred, when he said:

"You beat your pate, and fancy wit will come;  
Knock as you please, there's nobody at home."

I WANT to make a prediction, if the editor will permit; it is: The C. T. C. will be a thing of the past in three years if E. R. Shipton is allowed to continue on in his present manner. The L. A. W. stood quite a deal of Aaronism, but he was never fired out of court as a confessed forger.

It is now approaching the season of the year when the Sewickley Valley Wheelmen begin to relate tales of their prowess in exploring that unknown region, which is the source of the Sewickley creek, and also to tell us how they climb the precipitous side of Camp Meeting Hill, likewise Sand Hill, and also Addison's Hill. These crisp, juicy and succulent fossils are re-exhibited and re-related every spring.

It would be very nice if we wheelmen all recognized some restaurant as headquarters at mid-day lunch. As it is now, we eat at every place. You can generally find wheelmen in Demmler's and Newell's, but very few; more patronize the Duquesne than any other one place. I hope to see such a place selected by common consent this season. The Seventh Avenue, which is the L. A. W. hotel, is to far up town.

THE Keystones did a great deal of touring last season, but the Pittsburg Wheelmen and Allegheny Cyclers took it easy, the weather being too hot for much exertion, and the Sewickley Valley Wheelmen did more touring in proportion to their membership (which is small) than any of the other clubs. Next year Homestead is to carry the flag, so they say; new clubs always do (in anticipation) scoop everything.

#### BIRMINGHAM, ALA.

##### "PHI KAPPA PSI."

I WAS much struck with your comments, in a recent issue of the *WORLD*, on the way the *L. A. W. Bulletin* records the fact that a lot of roughs are employed to keep bicyclers off the shell roads in and around Mobile, Ala.; and I agree with you in thinking their equanimity is sublime. One of the prime objects of the L. A. W. is to protect the rights of bicyclers; but however much they may do that in and around Boston, New York and Philadelphia, their efforts are expended near home, and it is remarkable the way they advocate peaceable means when wheelmen at a distance are in trouble and need their aid. I know whereof I speak. Several years ago the wheelmen of this city were forbidden to ride on certain streets, and the League was applied to for help. But except for a few copies of recent decisions in regard to the rights of wheelmen, and a lot of good advice about what we ought not to do; very little help, or even the promise of it, was ever forthcoming. There is very little incentive to bicyclers joining the L. A. W. in this section, and I fear it will be many a long day before we will derive any benefit from it. Out of six or eight men whom I induced to join, every one has let his membership expire. There are now only about six members in the State, I believe—not much over half enough to 'leaven the whole lump.

WHY is it, Mr. Editor, that nine out of ten correspondents of bicycling papers speak of the different wheelmen by their first, and

sometimes by their nickname, instead of by their last name? We see in the newspapers mention of "Grover" and "Frankie," and the shrewdest of us can make a rough guess as to who is alluded to. But wheelmen are not always so celebrated. We read in a New Orleans letter where "Tom" and "Dick" finished neck-and-neck. A Chicago letter will tell what big calves "Burley" has, and how he can spurt against the wind. A St. Louis man will swear there is no reason why "Percy" should not be re-instated to the L. A. W., and that "Hal" can climb Corey Hill 1000 times without a dismount. And every man in the neighborhood of Boston is willing to bet that "Billy" can beat "Dick" any day the sun ever shone. If the correspondents insist on this practice, to the bewilderment of the ignorant, the papers ought to compel them to annex a glossary, explaining whom the "Toms," "Dicks" and "Harrys" refer to.

["Phi Kappa Psi's" criticism is a just one, and we trust our correspondents will hereafter take the hint, and stop using the name of parties which is known only to his familiars. We shall be careful in future to avoid the fault.—ED.]

#### WHEEL CLUB

##### NEWS.

THE Springfield Bicycle Club has elected the following officers: Secretary, Francis H. Williams; Treasurer, Wilbur Burns; Directors, W. H. Selvey, D. E. Miller, L. J. Chandler, F. H. Nickerson, A. B. Wasung, F. H. Williams and Wilbur Burns; Captain, F. A. Eldred; First Lieutenant, E. E. Sawtelle; Second Lieutenant, H. B. Wardsworth; Bugler, G. F. Cooper; Color Bearer, J. D. Law. Dr. H. E. Rice was unanimously elected club surgeon. Entertainment Committee, C. O. George, L. J. Chandler, G. H. Lucas, J. E. Haynes and J. W. Drown. After the annual meeting a regular meeting was called, at which five new members were admitted to membership in the club. At a meeting held two weeks ago the age limit was changed from twenty-one to eighteen, and it is expected that the membership limit of 100 will soon be reached. Secretary F. H. Williams read his annual report, presenting a summary of the principal events of the year, and mentioning particularly the large number of enjoyable club runs under the efficient charge of Capt. F. A. Eldred, and the increase of social interest and attendance at the club rooms. The Secretary mentioned the fact that since the organization of the club in 1881, not a member had been lost by death—a record very remarkable in a society with so large a membership.

THE Somerville Club will no longer be a League club.

THE Warren Wheel Club is intending having a dance at Fontleroy Hall, on Winona street, Roxbury, Feb. 10th.

TO-NIGHT (the 13th) the Springfield Club minstrel troupe give an entertainment at the Chicopee (Mass.) Opera House.

THE Forest City Bicycle Club of London, Ont., gave a party at the residence of Lieut. A. E. Fitzgerald last Tuesday evening. We are sorry we could not accept the kind invitation to be present.

WAPPINGER'S FALLS, N. Y., has a new wheel club. The officers are: President, A. M. Roy; Secretary, James Hunter; Treasurer, Frank Wurhust; Captain, H. H. Brown.

THE Newport (Ky.) Bicycle Club recently elected the following officers: President, Charles A. Van Duzen; Secretary and Treasurer, L. L. Buchanan; Captain, George Van Duzen; Lieutenant, E. K. Lowe.

THE fifth shoot of the Warren Wheel Club was held at their rooms last Tuesday, with results as follows: Anderson, 94; Lang, 93; Read, 92; Savell, 91; Noble, 87; Willard, 87; Frost, 86; Bicknell, 85; Wiggins, 85; Smith, 85; Hiscok, 84; Parker, 76. The contest at present lies between Savell, Anderson and Noble.

THE Kings County Wheelmen will give a grand opening at their new club house on Bedford avenue, near Fulton street, on February first. The club house, when completed, will be the largest one in the United States. It will contain a large storeroom for the wheels of its members, a reading room, billiard room and bowling alley. The upper floor is to be fixed up as bachelor apartments for those members who are desirous of making their homes in the club house.

THE Entertainment Committee of the Dorchester Bicycle Club has announced the following programme for the balance of the evenings of the winter season: Jan. 17, whist party at club rooms; Jan. 27, dance at Woods' Hall, Neponset; Feb. 3, social party at club rooms; Feb. 16, euchre party at club rooms; Feb. 24, sleigh ride (weather permitting); March 2, pool tournament at club rooms; March 9, dance at Lyceum Hall; March 20, annual dinner; March 27, ladies' night at club rooms.

AT the meeting of the Calumet Cycling Club, of Brooklyn, Jan. 4,

# The COVENTRY MACHINISTS' COMPANY

## LIMITED.

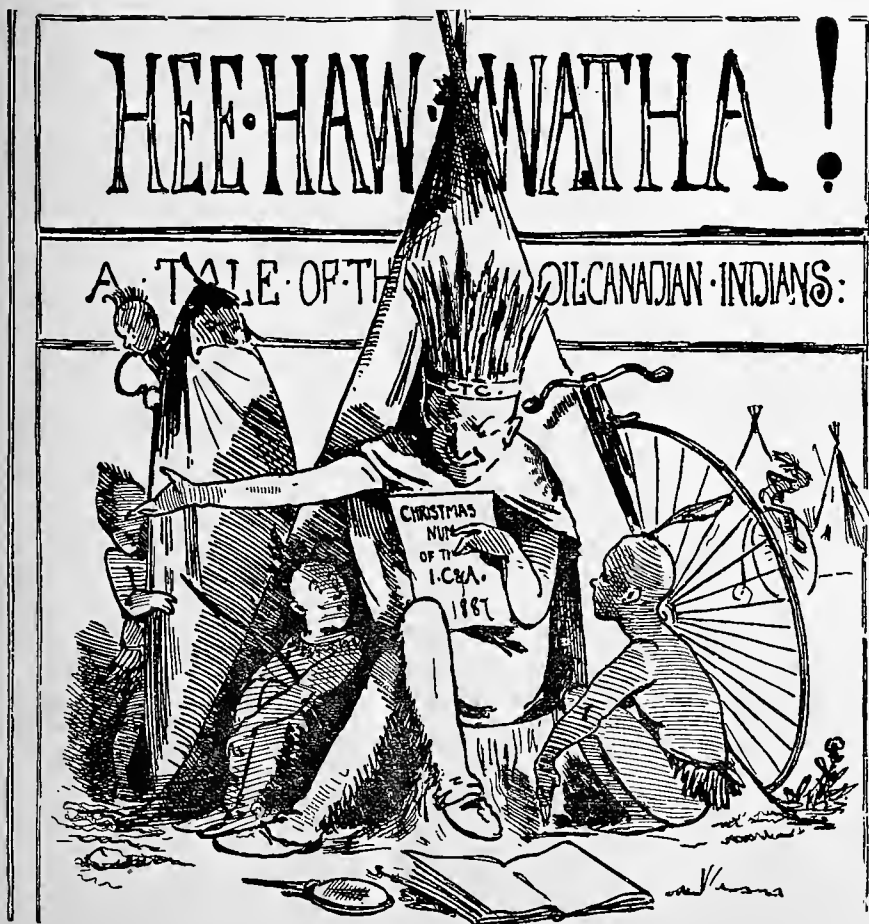
Our Catalogue for 1888 is in preparation, and a copy will be mailed to all who will send us their name and address on a postal card.

It will contain full particulars of the Club Cycles :

**Marlboro' Club Tricycle, Marlboro' Club Tandem, Swift Safety.**

**239 COLUMBUS AVENUE**

**BOSTON, MASS.**



### Christmas Number of the Irish Cyclist and Athlete

SHOULD you ask me whence these stories,  
Whence these tales and these traditions,  
With their frequent repetitions,  
With their numerous errata,  
With the rushing of the cycles,  
With the thunder of the football,  
With the smashing of the racquets,  
With the yells of the spectator,  
With the odor of the oil-can?  
I would answer, I would tell you—  
From the wigwam of the Paleface,  
From the Editorial sanctum,  
From the goose-quill of Macreedi,  
From the writings and inscriptions  
Of his well-conducted paper.

FOR SALE BY  
**Bicycling World Co.,**

*American Agents.*

12 Pearl St., Boston.

**Price, 20 cents, Postpaid.**

When we are compelled to use racing wheels to make records,

**WE SHALL SAY SO,**

but so far our ordinary road machines seem to be

**SPEEDIER,**

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

**350 1-2 Miles in 24 Hours,**

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

**323 \* MILES \* IN \* TWENTY-FOUR \* HOURS.**

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

**100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,**

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

**G. & J. BALL BEARINGS.**

 Catalog cheerfully mailed on application.

**Gormully & Jeffery Mfg. Co.,**

**CHICAGO, - - ILL.**

 Largest Manufacturers of Cycles and Sundries in America.

the championship medals for the past year were presented to the following members: The long-distance medal to Mr. Walter Bonner, for having made 6,374 miles on the wheel during the past season, while Captain Jones, as a good second, only made 6,118 miles. The second medal was given to Mr. Arthur L. Ward for having the fastest mile during the year; a handsome diamond studded league badge was presented to Bugler William F. Murphy for having brought into the club the largest number of new members.

THE Malden (Mass.) Bicycle Club held a very enjoyable musicale last Friday evening, Mr. Francis W. Griffin, Mr. Harold Hopkins, Mr. Frank M. Sherburne, pianist; Mr. Edward Everett, violinist; Miss Edith Hatch and Mr. Charles Spofford, vocalists, and Mr. Ralph E. Moon, fife, participating. At the annual meeting of the club the following officers were elected: President, E. E. Foye; Vice President, F. N. Sherburne; Secretary and Treasurer, A. N. Fogue; Assistant Treasurer, William Watts; Club Committee, F. M. Sherburne, W. C. Pilicy, H. W. Sherburne, William Watts. The retiring Secretary and Treasurer, E. E. Foye, was presented with a handsome silver headed cane by the club in appreciation of his services for the past year.

THE Long Island Wheelmen held their annual meeting at the club house on Tuesday evening, January 3d, and by a harmonious and unanimous vote elected the following board of officers for the ensuing year: President, Joseph D. Huggins; Vice President, Frederick J. Warburton; Treasurer, Michael Furst; Assistant Treasurer, Louis F. Ballard; Recording Secretary, Carl C. Alden; Corresponding Secretary, Edward A. Caner; Trustees, William W. Share, William H. Hoole; Captain, Charles H. Luscomb; First Lieutenant, George G. Teller; Second Lieutenant, Louis H. Wise; Lieutenant of tricycles, Walter N. Walker; First Color Bearer, Henry F. Donaldson; Second Color Bearer, Albert H. Harris; First Bugler, T. M. Lamberson; Second Bugler, Fred B. Monell; Surgeon, Frank P. Hudnut, M. D.

THE Star bicycle club of Detroit, Mich., held its annual meeting last night. F. C. Blodgett was re-elected President, R. F. Mulbury Secretary and Treasurer, W. E. Metzger Captain, U. G. Huff First Lieutenant, Charles G. Blodgett Second Lieutenant, and W. K. Bradish Standard Bearer. The club committee consists of the first three officers named and Mr. Coquard. The Stars have had a very prosperous year, largely influenced by the tireless efforts of President Blodgett in their behalf. In recognition of his services the club gave him a splendid gold medal, upon one side of which is a star machine and on the other his initials. Within the medal is a gold spring. There is a superstition among the bicyclists that if a rider carries an extra spring his machine will not break down. The medal was made by M. S. Smith & Co., and is an exquisite piece of work.

## RECORD OF THE WEEK.

'Tis only twelve years since the bicycle in its crude form began to attract serious attention in England. If the improvement in machines could only be proportionate during the coming twelve years, and the increase in riders also in proportion, what a glorious future we would have to look forward to.

HARRY J. HALL, JR., of Brooklyn, says he has got through racing. Maybe.

THE Pennsylvania Division paid \$25 toward the expenses of the Evans-Carnell suit lately tried in Philadelphia.

*Wheeling* has coined a new name for our esteemed confrere, Lacy Hillier's paper. They call it the *Blithering News*.

THE issue of the Pennsylvania Road Book has received a set-back until funds be received from the Secretary-Editor of the League.

IT is just a year ago last Saturday that Thomas Stevens landed in San Francisco, thus completing his tour round the world on a bicycle.

WE are in receipt of several very nice New Year's cards, among the most tasteful of which are those of Edwin Oliver and Doctor Kendall.

ANOTHER new deal for 1888 in the cycling world, is that A. B. Barkman will take charge of the Spaulding's bicycle department in New York.

R. HOWELL wants to get on a 25-mile match with W. Wood, of North Shields, for £100 a side, to take place at Jarrow or Aylesbury Road, Leicester.

IN our notice of the change of firm of W. B. Everett & Co., last week, we should have added that the business will be continued under the old firm name, W. B. Everett & Co.

THE wheelmen's testimonial to Mr. Todd is likely to come to naught, as that gentleman has, in firm but grateful language, declined the proffered testimonial.

MR. W. J. FLEMING, of Philadelphia, who has lately sailed for Jamaica, has undoubtedly captured the long-distance record for the past year, he having ridden 8,045 miles during 1887.

THE Roxbury Bicycle Club propose to give a grand ball January 18. The energetic Doctor Emery is the leading spirit, and so it goes without saying that the affair will be A. No. 1.

THE announcement of Mr. H. D. Corey's engagement was made public a few days ago, and we hasten to congratulate the gentleman most heartily. The lady is Miss Mary Wallace of Newtonville, Mass.

MR. GIDEON HAYNES will retain his position under the new management of the Singer Co. at their head office in Boston. In fact, the same force as that under Mr. Everett's *regime* will have matters in charge.

A STORY is told by a Pittsburg, Pa., paper of a party of fourteen men with only fourteen legs among them, trying to learn bicycle riding. In the language of the *Item*, we think the story a very lame attempt at a joke.

ALBERT SCHOCK, who is keeping a restaurant in Minneapolis, and the "Belfast Spider," have deposited \$250 each, the latter to cover more miles in six days on horseback, than Schock can on a bicycle, the contest to take place in the Washington rink.

WE have on authority of *Sporting and Theatrical Journal*, that Miss Mattie Peak, the long-distance lady equestrian, is to sail for England for the purpose of competing in a six-day race against Morgan and Woodside. Miss Peak will use twenty horses. Stakes, \$1000.

COWBOYS and cyclists have been having another whack at each other; this time the *venue* was Bingley Hall, Birmingham, England. The cyclists had three men to ride, Woodside, Howell and Terront. At the end of the first day the cyclists scored 141 miles to the cowboys 135 miles.

THE *Bulletin* asks for advice and points from members of the L. A. W. as to the re-organization of the League, and the future character and issuance of the official organ. The editor says: "Now give us your ideas, or forever after hold your peace;" which the same is good advice.

MANAGER MORGAN has been taking a much-needed rest of three weeks at his home in Wales. Woodside is in Ireland yet, while Temple, the little Yankee, has been spending the holidays at Coventry, at which place we hear there is a strong attraction for Ralph, in the person of a young lady.

WILL some one kill and bury that ancient and moss-covered item about the Sultan of Morocco and the use he puts his bicycle to in punishing his wives? It is as old as "*She*," and if some cycling Leo can be prevailed on to induce the item to take a second bath in the Fire of Life, we shall feel obliged.

THE *Wheel* is getting tired of the new god, Morgan. We are sorry to have the *Wheel* place itself on record as "agin" push, enterprise, and undoubted success. Our prayer is that the "New God" may cross to our shores during the next few months, and save us from that *ennui* that threatens, unless something is done to wake us up.

MR. E. A. LLOYD, better known to cyclists as "the Welsher," has left England to make his future home in Australia. For many years he has been closely connected with the *Wheeling* crowd, and the readers of that paper will miss his bright contributions sadly, though we are sorry to say we have not seen much of them for the past twelve months.

MR. BASSETT explains the apparent apathy of the League in the Mobile shell road case by stating that they were aware that the courts have held that a corporation which builds and maintains a road, has the right to control travel thereon. In other words, the road is private property, and can be controlled as such, and in any way the proprietors deem best for the interests of their patrons.

ALL the unreasonable men are evidently not dead yet, if we are to judge by a story we heard of a man living not a thousand miles from Boston, and who is trying to raise a rumpus because after having broken the back-bone of a second-hand machine he had ridden fifteen months, the agents refused to give him a new back bone, free of cost. He is intensely indignant at this very proper refusal, and vows vengeance in a hundred ways. We think this will stand as record cheek for 1887.

MR. THOMAS H. WAKEFIELD, a lawyer, and a prominent member of the Boston Club, has dissolved partnership with his father, Mr. T. L. Wakefield, owing to the retirement of the latter-named gentleman from business. Partnership affairs will be settled, and the business as heretofore carried on by the firm, embracing matters relating to patents, conveyancing, and general law business, will be continued at the same place, No. 82 Devonshire street, by Thomas H. Wakefield.

WE called at No. 8 Berkeley street and saw Mr. Ross for the first time since his "blow up." We found the gentleman in excellent bodily health, though still suffering from tender hands and face. Father Time has the matter in hand, and it will only require patience to bring about a perfect cure. We did not see Mr. Butcher, but we are glad to hear he is almost well. Both these gentlemen have had a very narrow squeak for life, and all their friends will join us in congratulating them that the results were no worse, bad though they were.

WE have received the copies of Hee-Haw-Watha. First come first served; only twenty cents a copy, post paid:

"Many moons have climbed the heavens,  
Since the Hunter, Hee-haw-watha,  
Wearied of his bows and arrows,  
Sick of Spillikins and marbles,  
Tired of his wooden soldiers,  
Sailed across the big sea water,  
In the ocean-going steamer;  
Sought the wigwam of Macreedi,  
Sought the tricycle-propeller."

THE *Spectator*, in reply to our comments on the claim that Greenwood can climb Corey twelve times on a bicycle says: "It seems that our neighbor in Boston gets a little bit excited himself whenever anybody outside his limited horizon bobs up and claims to be able to do something that can't be accomplished by some of his neighbors. Oh well! the hill is all right, and I guess that Greenwood or not weaken when the time comes. He doesn't usually." Not at all, Mr. S., we're cool as a cucumber, *but* when Hal Greenwood and any other man gets on a bicycle and rides up and down Corey Hill without getting off his machine, *then* we agree to get very much excited, as we believe we shall have seen one of the greatest feats of strength and endurance ever achieved in cycling history.

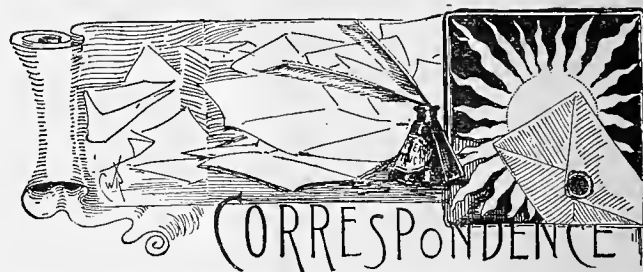
MR. JOHN A. WELLS, of Philadelphia, is anxious to climb Corey Hill a dozen times for expenses and a \$25-medal. (Do you mean on a bicycle, John A.?) It seems that both Mr. Greenwood and Mr. Wells are very positive that they can go up and down one dozen consecutive times without a dismount. Well, we are just as positive that neither one of them can accomplish that feat on a bicycle. These two gentlemen have been squaring off at each other in great shape. Now as Corey Hill seems to them to be such a slight grade and as they are both so confident of their powers to down each other, why not make "Corey" the *venue*? We would like to see the contest come off in May, and in order to help the thing along, we will contribute a ten-dollar note towards expenses. We say that the man who can go up and down eight times without leaving his machine once, will win the contest. Let us see what these men who claim they can climb Corey twelve times in succession, propose to do. The total length of hill is 2,300 feet, so that twelve times up means 27,600 feet, about 5 1-4 miles of pull up a grade, the average of which is 1 in 11.41. There is 632 feet, the rise of which is 1 in 7.87. All this means ten miles, and over, of hard work, as the riding down such a hill cannot be accomplished without considerable strain. It is easy to talk "twelve times up Corey on a bicycle," but more difficult to perform.

WE have unearthed a relic of the past in the shape of an original "Dandy-horse," built most probably about 1836, or earlier. The machine, which has been in the possession of Mr. Fry, of Weston-super-Mare, for over forty years, until purchased last week by us, is a genuine "Dandy-horse," and considerably older in date than the rack-worked machine in Goy's possession. Its wheels measure 23 inches and 24 inches in diameter respectively, the hinder one being the larger. They are built with 1 1-4 inch wooden spokes and large wooden axles. The main frame or backbone is also of wood, through which the fork-head holding the front wheel passes, being fitted with an "elegant" curved handle attachment and 11-inch handle-bar. The seat is supported on pins which pass through the wooden frame and rest on the ends of a flat spring attached to its lower side, and between the seat and the handles a large padded rest for the arms is supported on four iron rods springing from a single stem. Adjustment is obtained through some four inches by raising or lowering the seat supports by screws on which they are supported by the springs, and a further 3-inch or so of adjustment is obtained by putting the back wheel pin in either of the three holes in what corre-

spond to the back fork ends. The machine is painted green, and in very fair order, considering its age, and is a most interesting curiosity. We have offered to loan it to the Stanley B. C. committee for exhibition at the Stanley Show, and, if accepted, we are sure it will be inspected with considerable interest, as illustrating the "ancient history" of the wheel.—*Cyclist*.

#### MASSACHUSETTS STATE L. A. W. DIVISION.

THE regular monthly meeting of the State Division was held at Miesussets last Saturday evening. The following members were present: Chief Consul H. W. Hayes, J. H. Grimes of the Cambridge Club, J. Fred Adams of Haverhill, John Bateman Seward of Chelsea, A. W. Robinson of Charlestown, W. A. Mosman of Jamaica Plain, Dr. W. H. Emery of Roxbury, E. B. Coleman of Cambridge, E. H. Meader of Holyoke, and Charles S. Howard of Boston. The Secretary and Treasurer being absent, the reports were dispensed with. The motion adopted at the former meeting that the books be furnished free to all members was rescinded, and the following vote was passed in its place: "That the Road Book be given free to those who joined during the first quarter of the year; for those joining during the second quarter a charge of 10 cents; third quarter, 25 cents; and fourth quarter, 50 cents. A committee, consisting of Messrs. Howard and Emery, was appointed to arrange for some special entertainments for the Division officers during their visit to New York on the 22d of next month.



#### MANAGER MORGAN THROWS DOWN THE GAUNTLET.

*Editor Bicycling World:* I notice in the Paris edition of the *New York Herald* and *Gil Blas* that a wordy warfare is being waged between D. J. Canary, ex-champion trick bicyclist (I use the words ex-champion, seeing Mr. Canary failed to cover Mr. Maltby's money for a match for the championship), and Mr. N. Kaufmann, who is also an American, of Rochester, N. Y., as to who is entitled to the title of champion trick rider of the world. Now to settle the latter point I am willing to enter into a sweepstakes, with either or both of the above named gentlemen for Ralph Temple, of Chicago, and W. S. Maltby, of New York, same to be open to the world for £25 a side, the winner to take the entire amount. The contest to take place in London or any other city acceptable to Messrs. Canary and Kaufmann. Or I will match W. S. Maltby (who will in February next retire from cycling as a profession in order to embark in mercantile pursuits) against either or both Messrs. Canary and Kaufmann. Mr. Canary recently stated to me in Paris that all modern riders were more or less copyists, so I want him to come before the public, and let them decide who is the greatest of all modern "trick" cyclists. If money is deposited in any responsible hands I will immediately cover it. Contest to take place in a month's time. In case there is no response to this offer, Mr. W. S. Maltby will retire with the title of "World's Champion."

Yours, &c.,

W. J. MORGAN.

Birmingham, December 19.

#### MR. DUCKER IS NOT DEAD.

*Editor Bicycling World:* As you say in your editorial of Dec. 23, "we think that his assertion that the 'standing aside' of the L. A. W. was an aid to the A. C. U. will not bear analysis." This paragraph contains a good deal of truth, for if an investigation were to be held it would be found that the reason that the A. C. U. did not pursue a more aggressive policy was that it had promises from certain of the L. A. W. officials that if they adopted the promature class rule that it would receive the support of the League, inasmuch as they would stand aside and let the A. C. U. control racing. These promises were like some others made by the past management of the League, and have a good deal of the flavor of the promises made in regard to Mr. Wells's appointment in Pennsylvania; the trouble seems to be that there is a class of men in office who

will promise certain things and then have not the courage to stand up before the board of officers and champion the cause which they know to be right. Afraid of public opinion, as it were. The A. C. U. kept its word, which is more than can be said of the other side. Now for a little history: How did the League stand aside? I will tell you. Just as soon as we got started it went to work body and soul to stab the new organization in the back, and it did not do it in the daylight either, and should I give some of the inside workings it would reveal the reason why certain of the suspends were reinstated and why others were left; for it so happens that certain of the correspondence that passed between the Racing Board and some other individuals were passed to me to see what was going on, and with a little foresight I copied them, but the time is not quite ripe to expose them to the public gaze, so we will let this little farce go on, as it seems to amuse some, and we can afford to wait, as long as we hold a good hand. You say that they did stand aside, which is not so; they stood aside in one way, and that was at their back with a good sharp knife, and as soon as it was dark never failed to give the A. C. U. a stab. Had the fight been made open and above board, things would have been different, for such doings would not have been tolerated by the wheelmen. The A. C. U. is not a dead issue; the organization may be, but the principle still lives, and will in the near future control the racing in this country. I can remember some four years ago, when at a public meeting, our genial Secretary said that if the League would only enforce the amateur rule, that it would do one of two things; either cause the obnoxious rule to be repealed, or else it would do away with racing. Well, it has done the latter, and no mistake; and it does not look well at this time to say that the L. A. W. rule had nothing to do with it. It looks now as if a change of position had also caused a change of heart. You will see that I am not as dead as announced in a former issue of the *WORLD*, but am alive as usual to the interest of wheeling. We have got to boom racing this year in the interest of the wheel and the papers connected with it, and it has been proven beyond a doubt that racing when well conducted does more to help the sport than all other agencies combined. The live and progressive cyclists of this country are going to try their hand at managing affairs for the year 1888. The Mugwumps had it last year, and it is the straights that have their innings this season.

HENRY E. DUCKER.

Buffalo, N. Y., Jan. 4, 1888.

#### SCORE ONE VICTORY FOR THE CYCLE.

LEDYARD S. HASKELL, a young bicyclist of Orange, through his father, Benjamin Haskell, brought suit in the Circuit Court of Essex County before Judge Depue this morning to recover \$4,000 damages from Joseph Foster, John V. Smith, and William R. Hall of Bloomfield. The day of the meet of the New Jersey Division, L. A. W. (4 July, 1887), young Haskell took a jaunt a-wheel to Bloomfield, and got along along all right until, when near the depot, he was compelled to use the sidewalk in order to cross the railroad track, the road being in such a condition as to make it unsafe to ride on it. After crossing the track, he continued on what, by courtesy, is denominated a sidewalk, but is really no more than a crossing leading to the station. Just as Haskell reached the end of this "sidewalk" (?) before reaching the station, he was seized by Fostes, who is a town constable, who, with Court Constable Smith, took him before Justice of the Peace Hall. The constables then stated their desire to enter a complaint against Haskell for violation of a township ordinance, which prohibits the riding of bicycles on the sidewalks.

And here is where the funny part of the business comes in. Justice Hall, after hearing both sides of the story, declined to take the complaint of the constables, but allowed Haskell to go upon his (Haskell) paying the constables \$2.00 for their trouble in making the arrest. He was also warned that if brought up again on a similar charge, he would be fined \$20.00 or committed for ten days.

The suit for damages was thereupon commenced. The defence claimed that the officers had the right to make the arrest, as the plaintiff was clearly violating a town ordinance in using the sidewalk as a road for bicycle riding. Judge Depue stated that while it was the duty of the court to uphold magistrates, still, in this case he could not see that the Justice had acted right in not taking action on the complaint of the constables, but simply for their trouble in making the arrest. A verdict of \$25.00 for the plaintiff was rendered. Thus I shout three cheers for Judge Depue, and don't forget to make a big mark on the wall for Jersey. RATCHET.

MR. JOHN R. CHADWICK, the Vice President of the Boston Club, and one of its most popular members, has returned to this city, and his friends will learn with pleasure that he has almost entirely recovered from the illness which compelled his temporary retirement from business.



#### INDEX TO MACHINES ALREADY DESCRIBED.

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THE Cyclist Touring Club is now an incorporated organization under the laws of Great Britain. Under the new order of things, each member becomes personally liable, limited, to the amount of 10 shillings, about \$2.50. This is kicking up a bobby among English members, and some of the foreign exchanges are making it very interesting for the management of the club.

Wheeling has an excellent cut and description of the New Rapid safety. It shows a wonderfully strong and rigid frame.

"I WALKED down the street the other night with Arthur Young, who remarked as he glanced at the beautiful moon: 'Time was when a moonlight night like this would bring me out on my bike, no matter how cold the weather, but somehow a fellow gets more sense, or gets lazier, or something, after a few years. I tell you what,' he continued, warming up with his subject, 'it's no fun to get out on a bike with the thermometer way down in its boots, and get your nose pinched, the eyes frozen out of your head, have your spokes snap in two just for fun, and if you happen to let your wheel fall, ten to one the handle-bar will break. Then you whoop'er up a little to get warm, and the first thing you know you've got your mouth open for more air—and you get it, too, and presently you'll freeze your breathing apparatus and have a cold for the balance of the winter. O, I've been there, I have.' I gave a gentle cough, and murmured something about its being troublesome to get my bike out of the cellar, where it was in a warm, dry place that was good for it."—*Spellator*.

FOR six years past the Overman Wheel Co. have been perfecting a method of attaching wheel tires, which they have named Compressed Tires. For the most part they have succeeded well in their attempt to stick tires so they could not come out; they have met with some difficulties which have been promptly corrected. In order that this department might have its share of benefit with other devices in their new factory the company have employed Prof. C. E. W. Woodward, of Boston, who is the original inventor of the chemical part of this process, and who is a very competent chemist, to take charge of their laboratory at Chicopee Falls. The result is that the Compressed Tire has been greatly improved. In fact it seems to be above criticism. The chemical treatment is done entirely by Prof. Woodward, and every tire, after being attached to the rim, is put under his personal inspection, so it is reasonable to expect that the occasional blunders of the past will be omitted in future, and that the Compressed Tire will be all that is claimed for it. Prof. Woodward will also have charge of all other chemical interests connected with the manufactures of the company.

It may not be generally known that Buffalo has the largest manufactory of steel balls for bicycle bearings in the country. The Niagara Machine Company has just finished a new factory on the Belt Line at Kensington avenue, and is engaged in the manufacture of these balls, exclusively. Formerly all bicycle balls had to be imported from England, as no one had been found in this country who could turn balls of the necessary hardness. The Niagara Machine Company, however, has solved the problem, and now employs fifteen men and turns out 50,000 balls a day. It has for customers almost every manufacturer of bicycles in this country.—*Sporting Life*.

THE Sterling Tricycle Co. (the wooden-wheel machine) has placed a large order for machines the coming season.

THE Pope Mfg. Co. and H. D. Corey are both recipients of congratulatory letters on the entrance of the latter into the employ of the former.

PRINCE WELLS has been in Denver, Colorado, at the Olympic. Mr. Wells styles himself the American champion trick rider, and he rides a Gormully & Jeffery Champion in all his exhibitions.



THE VELOCE COLUMBIA.

PRICE, with "Double-Grip" Ball-Pedals, \$135. With "Double-Grip" Parallel Pedals, \$130.

BRIEF.—31-inch rear (driving) wheel, 30-inch front wheel. Endless moulded 7-8-inch rubber tires. Crescent felloes. 40 and 36 direct spokes, No. 11 1-2 gauge, with both ends enlarged. Columbia adjustable ball-bearings, all around. Seamless-steel, tubular front and rear forks and perch. Adjustable crank-and-chain driving-gear. Wallace sprocket wheels. Ewart forged-steel, detachable-link chain. Detachable Knous cranks, 5, 5 1-2 and 6-inch throw. Columbia "double-grip" rubber ball pedals. 4 1-2-inch cone steering-centres. 28-inch hollow, continuous steel curved handle-bar, adjustable for height. Vulcanite handles. Adjustable plunger brake. Adjustable L seat-rod. Harrington cradle-spring. Knous adjustable saddle. Lantern bracket. Foot-rests. Steering-wheel shield. Tool-bag, with B. & S. monkey-wrench, screw-driver, and oil can. Gear 55. Weight 51 lbs.

We present this week a novelty in the form of the Veloce Columbia. The Pope Mfg. Co., recognizing that the demand for bicycles of the "Safety" is materially increasing among a numerous class of riders, who, wisely recognizing the wheel as a valuable means to health and recreation, or as a business convenience, incline neither on the one hand to the enjoyment of the regular bicycle with its contingent possibilities, nor on the other to the staid reliability of the tricycle.

The crank-and-chain driving-gear has been generally accepted as the most effective method of applying the power; and while both front and rear driving types have their advocates, the latter undoubtedly holds the balance of favor at present and is going into the widest use.

Being guided by both the good features and the faults of some patterns of rear-driving safeties on the market last season, the Pope Co. have perfected the Veloce under their own ideas, and though, as a matter of course, originality in all parts cannot be claimed for it, the improvements devised, and the quality and style of the material and work, stamp it as a well-developed member of the Columbia family, which is enough to present it as being worthy of the very highest confidence.

FRAME.—An economy of weight is had, together with an increase of strength and rigidity of frame, by making what is practically the perch of the machine of one continuous piece of seamless-steel tubing of heavy gauge, crank-shaft bracket at its lower end, the centre tube and tubular driving-wheel forks, and the various braces, and extending well over the wheel, to act as a shield protecting the rider from dust and mud. It is rolled into concave section throughout its length, and under their own method and patent, for the saving of space, and for strength and neatness of appearance.

STEERING.—The steering spindle and centres are so proportioned and placed as to afford the rider as ready control of the machine as possible, and by using rigid forks of tubular steel without springs, believing that accuracy of steering necessitates the use of a stiff fork.

THE WHEELS are constructed with DIRECT SPOKES, butt-ended for strength, headed at the felloe, and screwing into the forged-steel hub-flange. The Pope Co. have always stoutly insisted that for small wheels the butt-ended spoke was the proper thing. There is always just enough elasticity in the direct spoke to give instead of break under intense strain. The rigidity of the tangent form, they hold, renders the spokes more liable to break under trying circumstances.

COLUMBIA BALL-BEARINGS are used for both wheels and the driving gear, the steering wheel having a bearing similar in construction and method of adjustment to the rear wheel of the Expert, or the tandem steering wheel, while the driver is fitted with regular Expert front bearings, with case bolted into the fork ends, affording strength and ready adjustment at an important point.

THE DRIVING GEAR is a modification of their regular crank and chain arrangement, with a neat adjusting device for taking up any slack of the chain. The crank-shaft bracket is hinged to the lower end of the perch, and may be moved backward or forward as desired within a reasonable limit, and secured in position by set-nuts to a firm brace running down from either rear fork end, and by a special jointed brace to

a bracket immediately above. The position of the upper sprocket wheel within the left bearing, and made as a part of the hub, affords the greatest strength, and as even action upon the bearings, as possible. The chain is their regular Ewart forged-steel chain, claimed to be the only perfectly adjustable one in use, and freer from troublesome breakage than any other. The links are perfectly interchangeable.

CRANKS.—Are the well-known Knous pattern, which hold the pedals securely, and without danger of slipping or loosening, and key them to the crank-shaft with a new, tapered, round key, as in the Volunteer.

THE PEDALS are the regular Columbia ball, fitted with "double-grip" rubbers, though "double-grip" parallel pedals will be furnished on a new machine, at \$5 reduction.

THE HANDLE-BAR is one piece of seamless-steel tubing, of good diameter and gauge, secured in the lug of the adjustable straight arm, and curved backward to bring the handles to a desirable and natural position for the rider, and one contributing much to his control over the machine. The handles are of vulcanite, screwing directly upon the bar ends, and of a size and shape to afford a comfortable and firm grip. The brake is strong and positive in action, of neat appearance, with lever curved like the handle-bar, and connecting-rod admitting of easy and exact adjustment.

SPRING AND SADDLE.—A strong brace for the frame affords also a socket for the seat-rod, which is adjustable up and down in it, to suit the reach of different riders. On this is fixed their Harrington cradle-spring, the easiest for use on such a machine as this, and the Knous adjustable saddle.

ADJUSTMENTS.—By means of the various adjustments admissible in the position of the seat-rod, spring and saddle, pedals and handle-bar, the Veloce is readily adjustable to the requirements of any rider within reasonable limits, and will be found a convenient and comfortable mount. For the use of middle-aged men, or elderly men, or for any who hesitate to ride an ordinary bicycle, and particularly for night-riding, the rear-driving bicycle is commended as the most serviceable two-wheeler to be had. It affords to many an opportunity to secure the pleasures and benefits of cycling, which otherwise might not be enjoyed by them. We doubt not, that in many cases, where it can be afforded, both an "ordinary" and this type of machine will be kept for use at different times. The general appearance of this new American production is handsome in the extreme. The workmanship, finish and material, put into the Veloce, are the best money can buy, or skill produce.

THE following from an exchange looks as if Johnson was on top: "The disturbing element in the Orange Wanderers seems in a fair way to be eliminated from that organization. Within a short time the resignations of several of the members who were most active in the fight against L. H. Johnson, whose case was used as a test one between the two factions in the club, have been presented and will be acted on at the next meeting. There is scarcely a doubt that they will be accepted. Those who have handed in their resignations are C. W. Baldwin, Mr. and Mrs. L. H. Porter and A. E. Cowdrey."

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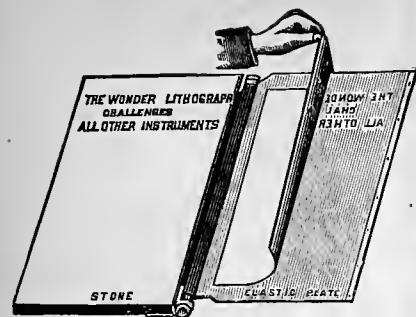
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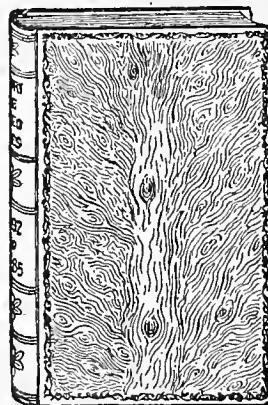
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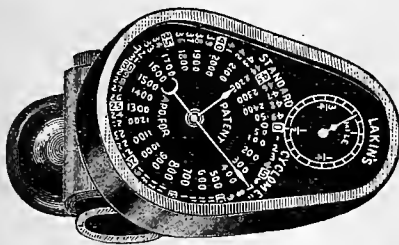
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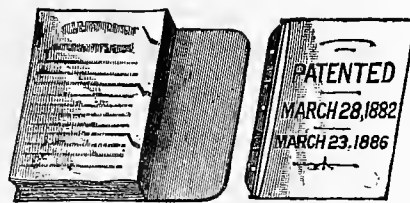
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C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 20 JANUARY, 1888.

NOTHING seems to disturb the equanimity of the League officials. Even the waylaying and assault of its members by hired roughs is not officially noticed. When the sharp lash of criticism is drawn across the backs of the inactive and indolent officials, an editorial in their organ attempts to palliate the League's breach of duty. The silliness of the excuse is manifest in the case of the Mobile shell road. The Sec.-Editor states that this Alabama shell road is owned by a corporation, and therefore the cyclists can be forbidden its use; an excuse worthy of the "Circumlocution Office." Even admitting, for argument's sake, that the wheelmen are trespassers, and have no right on this corporation's highway, are they to be waylaid and beaten with impunity? Does the Secretary-Editor presume to tell us that corporations can hire "burly negroes" to assault people even unlawfully on their premises? Where is the League that it sits idly by, while such outrages are committed on the persons of its members? Is the Secretary-Editor also the League's legal adviser? He says: "It may be that in the near future we shall be able to get justice from private corporations, but just now it is fruitless to go to the courts." Is the League to stop because it is defeated, once, twice, or even a score of times? "To regulate" is not to prohibit, and we do not believe that these corporations have the right to prohibit cyclists from using their roads. We base this opinion on what we understand the law to be in regard to turnpikes. The law is well stated by Chief Justice Shaw in the following language: "We think that a turnpike road is a public highway, established by public authority, for public use, and is to be regarded as a public easement. The only difference between this and a common highway is, that instead of being made at the public's expense in the first instance, it is authorized and laid out by public authority, and made at the expense of individuals in the first instance; and the cost of construction and maintenance is reimbursed by a toll, levied by public authority for the purpose. Every traveller has the same right to use it, paying the toll established by law, as he would have to use any other public highway." Abbot Bassett's law may suit the purpose of a certain faction of the League better than that of Judge Shaw and other eminent jurists, but wheelmen who believe that they have equal rights with other travellers using other carriages, and who suppose the League was formed to secure those rights, will prefer the law as it is, and as it ought to be. Bassett's law is unjust and illogical, while Judge Shaw's law is sound by every test. It is not the failure of the League to accomplish results that is to be condemned; it is the failure of its officials to be true to the trust they undertake to fulfil.

The matter has been called to their attentions, and trivial official excuses are made for doing nothing. The requests for early renewals are promptly made, and have not the members a right to demand that the purposes as laid down in the constitution be carried out with vigor and diligence? If the cyclers of Alabama are being deprived of their legal rights, every means should be exerted to assert and secure them. The members will not long be satisfied with shuffling excuses for not acting. At all events let the League find out what this Mobile shell road corporation charter provides for, and what is its duty to the public; that is the very least they can do. Why do not the League officials take some steps, and not settle back in their chairs of ease and indolence, while its members are insulted and assaulted? We can have just such a charming state of affairs without the League.

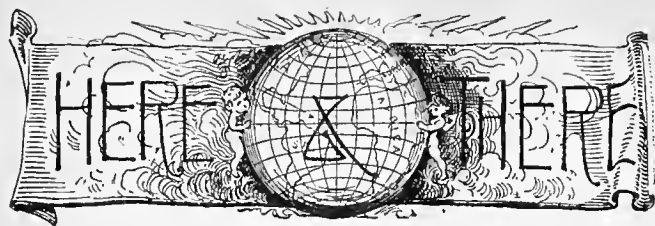
## ROXBURY BICYCLE CLUB.

ONE of the most delightful parties of the season was given last Wednesday evening by the Roxbury Bicycle Club at Orienta Hall. President Emery, Chairman of the Reception Committee, assisted by J. E. Moulthrop, E. E. Roslin, E. F. Tetlow, P. W. Sylvester, W. T. Johnson, L. Heintz, Jr., H. B. Goodrich and L. Porter, saw that the guests were well taken care of, while the following gentlemen officiated most acceptably as floor managers—Capt. J. S. Lowell, G. E. Marsters, G. A. Titcomb, A. R. Keltie, F. Howard, J. Graham, S. E. Blanchard, G. B. Palmer, James Keltie, F. F. Scholl, C. W. Eaton, G. G. Blanchard and A. H. Draper. The music was excellent, and was furnished by Buffum's Orchestra. A large delegation of cyclists were present, nearly all the local and suburban clubs being represented. At about 11:30 dancing was temporarily suspended, and an excellent supper was provided. There were twenty dances on the programme, and it was well along toward 3 o'clock before the last number had been danced. The Roxburys know how to entertain, and a more hospitable host than President Emery cannot be found.

THAT was not a very reputable ending to the was to be great race for \$5000 a side between Whittaker and McCurdy at Minneapolis last week. Whittaker's friends claimed that his bearings had been filled with emery, and McCurdy said he would not race if Steve Carlisle was referee. Carlisle finally gave the race to Whittaker. And by the way, we would ask, what became of the fabulous stakes?

JANUARY 1ST., 1888. Memorandum from dairies of all the prominent racing men: "I swear off, and will not ride in a single race during the coming season." June 4th, 1888 (by the same): "I notice the phraseology of my 'swear off,' dated January 1st, and see that by taking in every event that comes to my notice, I shall avoid the onus of having broken a pledge, so here goes: As I understand that Jones, Smith, Brown, Robinson, etc., etc., have all forsworn the path, I imagine I shall find many a 'quiet corner' this season. Ha, ha!" With the above entries on over 100 prominent racing men's dairies, and the belief of each man that he was the only one who would "come out" in the spring, the consternation of each individual of the 100 on meeting his old competitors at the "quiet corner," can more easily be imagined than described. Verily, verily this public announcement that, "I will not race next season," is a veritable C. O. D.

A LEAGUE member, signing himself "L. D. A. 3922," thus delivers himself on the Mobile case to the *Bulletin*: "As one of the very few members of the L. A. W. in Alabama, I most earnestly appeal to you, and through you to the officers of the League, to do all in your power to aid the wheelmen of Mobile to assert their rights, and maintain them. No one knows better than I what the wheelmen of this section have to put up with from the narrow-minded prejudice and frequently the gross ignorance and boorishness of some of its people. If you want the genuine blue-blooded 'road hog' come to Alabama. The idea of a man who is so foolish as to ride one of 'them things on two wheels,' having any rights on the highway, is to him perfectly preposterous. He can't see it. And the only way to make him see it, is to bring him up before a court of justice. The League takes cognizance of cases like this nearer home, and I hope it will show, by its action in this matter, that, unlike Mr. Foraker of Ohio, 'it knows no North, no South.' A member of the L. A. W. has as much claim to its protection in California as he has in Massachusetts, and as much in Alabama as in California." To those interested in this case and similar ones, we refer to our editorial on this very matter.



### "GENTLEMAN JOHN"

#### AT LARGE.

THE legless cyclist, who travelled from Dundee to London on a tricycle about a year ago, has a caravan at the carnival in Edinburgh Waverly Market in which he exhibits two polar bears. If I am not much mistaken the English and Scotch wheelmen got up a subscription for this unfortunate freak, who rode apparently more for notoriety than for pleasure.

THE trial of a velocipede on rails was made at Pantin (France) a few days ago with most satisfactory results, a speed of twenty-five miles an hour having been reached. This machine, made for the Engineer Corps, rests on four wheels, each of a diameter of thirty inches. By means of the driving gear the wheels are made to go round twice, and cover a distance of five yards for every turn of the pedals. The axles are all borne on steel ball bearings, the friction of which is so small that an effort of five ounces is enough to set the machine in motion, and when started at full speed it will go over a distance of nine hundred yards on level ground. The machine weighs but 196 pounds, so that one man can easily lift it off the rails at the approach of a train. It might be well to suggest that this railroad quadricycle be provided with a good mirror which would let a rider see a train approaching from the rear. The writer has been on a Western hand-car, and the recollection of the unpleasant nervous feeling which he has experienced when *expecting* some limited "Rocky Mountain express" from the rear, when going down grade round a "horse-shoe curve" in the Rockies, prompts him to make this suggestion. Anyone who thinks there is no excitement connected with a hand-car had better go out to Montana where the Northern Pacific runs among some of the wildest scenery in America, and try riding on a hand-car with an Express rifle, a Winchester, or a favorite shot-gun, with which to take a "whack" at any live thing which offers a tempting shot. If he escapes being run over once in a while, and nearly loses his gun or wrenches his arms almost out of his shoulders, while struggling with some hare-brained Rocky Mountain galoot in an effort to get the blamed "kyar" off the track before it is lifted skyward by some approaching locomotive's cow-catcher, he will agree with me that life on a hand-car is not poetical by a D. S.

THERE are quite a number of cycle dealers in Edinburgh. One of these (who shall be nameless) has, apparently, a good thing, as he has (in my very humble opinion) the agency for three of the very best wheels known to the English trade, the "Humber," the "Invincible," and the Anfield "Ivel." Many of the old-time hard road and path riders are gone away; some to India and South Africa, and some to London and elsewhere. D. D. Bryson is in India. D. D., had he taken care of himself, would, I believe, have shown world championship form. D. H. Hine is still in Edinburgh, and still rides. The Laings, the Sinclairs and their contemporaries, are scattered far and wide. There seems to be very little interest taken in racing here.

THE cycle is each year becoming more and more of a vehicle (I mean in the eyes of the non-riding public), for by wheelmen it has always been regarded as a vehicle *par excellence*. Still the Powderhall race track is a disgrace to Scotland. I should be very loth to see bicycle racing given up. It is a good thing for the boys and a good thing for the wheel. Had it not been for fast time, we should not have had the great competition among the various makers, which has resulted in our beautiful present mounts.

BUT I notice one very peculiar fact. The riders here are not nearly as fastidious about their mounts as they are in the States. I do not wish to be boastful, but I am now absolutely convinced that there is a certain American wheel which cannot be *touched* on this side, either for rigidity, outline, reliability or workmanship. The saddles, too, over here are inferior things; the saddle springs likewise. I do not think that it will be very long before America will sell lots of wheels in Great Britain. Lift up your hands in scorn and amazement, O, ye men of Coventry, lift them up if you will,

but mark my words. (Comments from G. L. H. will be very acceptable.)

BUT I must certainly say that the English mode of cigar and pipe smoking, compared with the American, has a much less nauseating appearance, though perhaps more injurious to the smoker. The first thing an Englishman notices in an American hotel, or other public establishment, is the wonderful number of cuspidors, which meet the eye at every corner. In England there is none of this. An Englishman never spits. How they escape nicotine poisoning I do not pretend to say, but they live, and, as a rule, are big and healthy, and have clear complexions. Possibly the practice of expectoration is as injurious, if not more so, than that of failing to do so. The English system, at least, has the merit of *appearing* vastly better. I do not pretend to know anything about one or the other, I am merely writing a few impressions on the country.

THE hotel system is (in my very humble opinion) very good over here. A guest pays for what he gets, and, take the best hotels, what he gets is worth paying for. The little oval "soap dishes" of America are unknown at the hotels or restaurants. I refer to the things which an American waiter throws at you after you have waited about thirty minutes, and drummed the "Patrol Comique" on the table with a knife which is as sharp on one side as the other. The knives over here are all very sharp. Doubtless this is to prevent the unsightly custom of using the knife to convey food to the mouth. One thing is certain; such a practice could not be carried on without extreme danger of carving the cheek.

THE Bass' ale over here is not "flat," and the whiskey is white, not red, and does not hail from Kentucky; and laying all jokes aside, it is "*vera goot*." "*She pe goot Glenlivet*" is what the broad Celt will tell you, when you inquire as to the quality and brand of the liquor; and *she* generally is. There is a story told of a certain Scottish deer-stalker, who was travelling pony-back with a shooting party among the rugged mountain scenery in the North of Scotland. He felt almost paralyzed with terror, as he laid his reins on the little animal's neck and held on to his double-barreled express rifle, as the party wound out and in among the awful mountain passes where the crags arose like sheer walls above the shimmering *lochs* below. He thought it best not to try to guide the pony, but to trust to Providence, and let the "*beastie gang her lane*" (allow the animal to go by itself). After hunting all the morning, he rode to the "shooting box," where a party of deer-stalkers were fortifying themselves with "*goot Glenlivet*" and "*Athol brose*," a drink which has among its ingredients, Scotch whiskey and heather honey. The ride home was a starless blank to him, and he spurred the pony to a gallop, oblivious of the *yawning chasms* (copyrighted 1300 B. C.), which had filled his sober soul with terror in the morning. Arrived home, he was called upon for a toast; he responded with, "Here's to '*Athol brose*,' the best road maker in Scotland."

BUT the servility of the servants and waiters disgusts me. There every motion is one which would have done credit to an "Uriah Heap" of the first water. They are so *very humble*, and are always looking for "tips." One does not mind tipping, but one hates the wretches to hang round and waylay a man, assuming the while the most expectant and worshipful look imaginable. They remind one of the half-fledged creatures that howl for "*backsheesh*" in the land of the pyramids. They "size you up" for an American immediately, and that means sixpence or a shilling, as against the penny or twopence which Englishmen bestow with a great air of lavish patronage. I was talking with a weak-minded Member of Parliament a few days ago. He said the Americans had ruined Switzerland. The Americans, he said, were so lavish in their bestowal of tips that many English people felt afraid to visit that portion of the continent. But an American cannot hide his nationality; even the shape of his shoes will give him away, and the cut of his clothing. But take the English and Scotch all through and they are a good people, kind to strangers, and not the narrow-minded wretches the Anglophobists paint them.

I AM going to see Geo. Lacy Hillier, and I do not expect to be disappointed in that gentleman, despite the many digs he has got through the American cycling press. Mr. G. L. H. just needs one thing to make him go hand in glove with Americans, and that is a visit to their country. I am sure he could never call them inhospitable.

I MUST say that things in this country look small and shrunken as compared with things American. In this last I should expect to be sustained by all who have lived for a considerable period in both countries. I am perfectly neutral. I am a Scottish-American, and as I have as many friends in the one country as in the other, I could not well be otherwise. I am just as happy if the "Volunteer" beats the "Thistle," or vice versa. I had friends connected with both. I shall send in a lot of "copy" soon.

## NEW JERSEY NOTES.

## "RATCHET."

THE Le Feurs got away with flying colors on Thursday (12). Their entire outfit, excepting a "gripsack" apiece, was shipped direct to Para, Brazil. The brothers (Batiste is 30, and Jean 18,) will hunt up the "Senator" and "Gentleman John" (to whom I gave them introductory letters) on their arrival in "Merrie England," if time will permit. They expected to reach Liverpool on Friday (20), and as their steamer for the tropics will not hoist the "Blue Peter" until the 25th, I am inclined to think they will at least catch the "Senator."

EITHER the "wires" or your proof-reader, Mr. Editor, made a slight mistake in my "special" last week. The Le Feurs did not come to Newark "on" the ma-sheen. The word should have been "with." Farther along it should be "re-packed." [We shall have to place the blame of these mistakes on our correspondent or the telegraph operators, as we find on reference that "copy" was followed exactly.—ED.] As their outfit was roughly boxed they overhauled the whole business, and put the machine together—canoes and all—and took photographs of it, after which they "re-packed" it to stand the 3,000-mile ocean trip to the Amazon. I have had a little experience in "wiring" during the past twelve years, and find that without a "repeat" you'll miss as often as you hit.

CHARLES W. BUTLER, of East Orange, has gone to San Diego, Cal.

"BYE-BYE! I'll be in by and by to buy a bicycle." The clerk tried to throw a "Star" at the chestnut peddler, but was too weak.

If all the resignations now in hand are accepted by the Orange Wanderers, we may expect another club in the "City of Macadam."

DR. FRED A. KINCH, JR., of the Union County Wheelmen, uses his wheel every day—come rain, come snow, come shine—in attending to his professional duties.

THE friends of Charley Stenken are confident that when he gets his new 51-inch, 24-pound Star, he will put the Star record down below 2.34. I am inclined to agree with them.

FRED CONINGSBY has taken "the step," and this week will make his first appearance as a professional in an exhibition of fancy trick riding in Hoboken. Good for Fred. If all the rest of the so-called "simon-pure" amateurs would come out under their true colors, they would be more entitled to respect.

THE H. B. Smith Machine Company has been endeavoring for some time to elect a President in place of H. B. Smith, deceased. The trustees of the estate are divided in their choice, part of them favoring Joseph J. White, one of the trustees, and another faction hanging out for William J. Kelly, the Vice President, which causes a deadlock.

WHEELMEN must not think that hereafter they can ride upon the Bloomfield sidewalks whenever they choose, for they cannot. The verdict in the Haskell case had nothing to do with sidewalk riding. He *did* violate the township ordinance when he rode on the so-called walk, but the verdict was rendered in his favor because the justices first refused to entertain the constable's complaint, and afterward extorted \$2.00 from Mr. Haskell.

THE cyclers in the vicinity of Woodbury, (Camden County) must have a pleasant time when road riding, as a local paper gives the information that, "with the lightest rain fall the roads in and around Woodbury are transformed into quagmires, and it is at times necessary to use four horses to pull a load, which, on an ordinary road, could be easily drawn by one." Surely here is an opening for some missionary work on the part of the L. A. W. Will it ever wake up?

## PHILADELPHIA.

## "LANCELOT."

THE bicycling interests of Philadelphia have at last formed a new cycling organization, after a good deal of discussion. It was last Tuesday evening that the representatives of the various clubs of the city met at the club house to formulate a plan of union. This matter has been talked of for a long time, but has finally come to a result. The following well-known bicyclers were present: William Morris, A. L. Lewis and H. B. Hart, of the Philadelphia Club; Messrs. Elwell, Supplee and Longacre, of the Pennsylvania Club; Messrs. Brown and Collins, of the Century Wheelmen; Messrs. Wright, Harris and Paramore, of Germantown; Messrs. Edwards, Jackson and Green, of South End; and Messrs. Gideon, Thomas and Hallowell, of Tioga. After a temporary organization, a discussion was gone into, and views repeated formally that had been repeated informally a hundred times. The necessity and the advantage of the organization was generally commented upon, and

was stated that all devotees of the wheel were a unit in favor of the movement. The objects of the association were declared as follows: First—To encourage friendly relations between the wheeling clubs of Philadelphia, and to facilitate united action in matters affecting their interests. Second—To promote cycling interests in general, and local interests in particular. Third—To defend the rights of wheelmen, and to co-operate therein with the League of American Wheelmen when deemed advisable. Fourth—To supervise and promote inter-club runs, race meets and other cycling events held by the association. A set of by-laws was adopted by the committee, which will be submitted to the different clubs for their final action. This association will differ materially from all previous associations of the kind, inasmuch as it will be composed of clubs, and not of individual members. Each club will be represented by two members of a board of the association. None but Philadelphia clubs will be admitted to membership.

NOTWITHSTANDING we are in the dead of winter, so far as the season is concerned, sporting matters are at fever heat, if the figure of speech is allowable for the middle of January. The young America of to-day is correcting the bad habits of years past of devoting too much time to business and too little for recreation. The growth of our various sporting clubs, and in the increased attendance both winter and summer, as well as the multiplication of club houses of palatial dimensions and artistic beauty throughout the country, all go to show that the leisure and wealth which is coming to the American people is bringing with it desires and tastes for something else than hard work.

THE recently organized Commercial Athletic Association, composed of clerks and salesmen in the commercial houses of the city, leased the old Girard Cricket Grounds at Frankford Junction for two years. The Young Men's Christian Association was after this ground, but failed. A new club house, grand stands, and other improvements will be begun immediately, and when finished will be the finest in the city. The grounds will be arranged for base ball, cricket, tennis, and other games. There is talk of the formation of a commercial base ball league, composed of the leagues from various Eastern cities, principally New York, Brooklyn with Philadelphia. It is thought that the commercial rivalry between the two cities, New York and Philadelphia, would help to stimulate the organization, and make the club a live organization all through.

A MEETING of the Maryland Division of the League of American Wheelmen was held at the Maryland Cycle Club house in Baltimore, last Saturday night. The question which brought the members together was to decide whether the National League should be invited to hold its annual meeting in Baltimore. Over fifty members were present. A. R. Mealy acted as Chairman, and Robert Lockwood, Secretary. The majority favored the scheme, and the vote showed 34 to 19 to invite. The sum of \$749 was raised at once to pay expenses. The full amount wanted is \$3000, but the entertainment of the members when they come, will be graded according to the amount raised. The Division is getting up an advertising programme, out of which they expect to obtain \$500. One bid for this is already made, which gives them an available cash fund of \$1249. There is great interest felt in the matter, and the National League will no doubt go there, and when they go there they will be well entertained.

## DENVER, COL.

## "KREP."

AN article in the *L. A. W. Bulletin* of Jan. 6th attracted my attention. The argument started in the *San Francisco Chronicle*, by an expression of sympathy on the part of California cyclists for their "Eastern brethren, who have to put their wheels away during the winter months," was answered by *Pedal* in *L. A. W. Pointer*, who stated that several Milwaukee wheelmen took a run up the river on the ice.

Now if our Western friends would leave their sandy roads and come East, and our Eastern friends come West, meeting here, they would neither have to put their wheels away during the winter, nor would they miss the pleasure of riding on the ice, if their fancies run in that direction.

ON the 11th of December a few of us wheeled out to Sloan's Lake, an artificial lake several miles in circumference, situated about four miles west of here, where we spent some time skimming over its beautiful surface, leaving the fastest skaters behind. The danger of riding on the ice is too great for even the Ramblers to repeat very often, but the above simply shows what we can do. Nearly every day that we have time, a number of us take our skates, and after a ride of twenty or thirty minutes over perfect roads, enjoy the sport of skating, which, however, few but wheelmen can enjoy, because our ice is beyond walking distance. The cold nights and warm

days of this climate are conducive to restful sleep, exhilarating rides and good appetites, thereby insuring good health.

### ST. LOUIS.

#### "LINNEUS."

THE New Year was ushered in here very quietly Sunday morning. The day was celebrated on Monday. Monday morning's papers contained a little squib stating that the St. Louis Cycle Club would keep open house from 2 to 6 o'clock P. M. At the appointed hour the club rooms in the Natatorium were well filled with members and friends, who amused themselves variously, until the refreshments were served. At a given signal, Mr. Clark seated himself at the piano and struck up the Boulanger march, to the music of which the gentlemen present filed into the room across the hall where the tables were set. The tables were fairly loaded down with viands. The House Committee, consisting of R. E. Lee, W. H. Wylie, and E. N. Sanders, every one of them "Rambler" to the core, deserve great credit for having arranged everything so perfectly.

AFTER the refreshments had been stowed away, the furniture in the club rooms was pushed aside, and the assemblage was treated to a red hot strike-straight-for-your-eye set-to between Messrs. Sanders and Rogers, which resulted in a little discolored eye for Mr. Rogers. This whetted the spectator's appetites, and like Smike, they asked for "more," and got it in the shape of a set-to for "scientific points only," as Ed Bates announced, between Messrs. Sanders and Snyder. The honors were about even. After a few hours of pleasant chat, the members and their guests dispersed with the satisfied feeling of having spent a pleasant afternoon, and one that will long linger in their memories. To the Cycle Club belongs the honor of being the first club on the road for 1888, one of their members, or rather, their founder, Geo. Tivy, having wheeled out to Ballwin Saturday eve, and came back Sunday morning, Jan. 1.

THE Missouri Bicycle Club held their regular meeting Tuesday, Jan. 3, at which Burt Taylor was appointed Librarian. I congratulate the club on having secured the services of a gentleman so eminently fitted for the position. I hope that from now on the reading room table will assume its former tidiness. At this meeting, Mr. E. B. Page, having previously addressed a communication on the subject to the President, which was read, got up and stated that he was not the author of the famous "Hew" letters, as accused of being by an evening paper. He further stated that he had given the gentleman who accused him of the "heinous crime" notice to be present and vindicate himself, in case any member accused him of being the author. Mr. Hicks, being the gentleman referred to, did not show up, and, while there is no doubt in my mind as to who wrote these letters, the mystery in the absence of direct proof, remains unsolved.

THE Board of Officers of the Missouri Division held a meeting Thursday, Jan. 5. Chief Consul Brewster informed the members present that, inasmuch as the *Bulletin* did not publish any more renewals, he would send each representative copies of the renewal lists as soon as they were received from the Secretary-Editor. The members could then check off the names of members who had renewed. This is a very "neat" idea, I think, and I mention it for the benefit of other divisions.

PERCY STONE's personal application for reinstatement is in the hands of his friends, who are procuring the division officer's signatures to the document.

THE Road Book proofs are ready, and will be electrotyped as soon as marked O. K.

At the last meeting of the Missouri Club, D. C. Webb handed in his resignation as a member of the club, which caused some surprise.

At the last paper chase of the M. A. A. C. at Forest Park, Cass wore a costume which the *Post Dispatch* claimed made him look like a Malay pirate. Now while Cass may lay for all sprinters, I have never known him to waylay anything but lunch. [Please don't. —Ed.]

MR. E. A. SMITH holds the Missouri Club's cup and medal for having ridden the highest number of miles during the season. Captain Brewster is second; Alex Lewis, third; E. C. Klipstein, fourth; and C. C. Hildebrand, fifth. I heard Hildebrand telling "Klip." and some other friends last September that he had covered 2000 miles; 2012 was the total distance ridden, I think. He must have stopped riding since, or there was a "string" attached to that record.

THE third entertainment of the Missouri Bicycle Club was given Thursday, Jan. 12, at 8 P. M., and this, in spite of "awfully mean"

weather, was a success. The first number on the programme was a piano solo given by Miss Clara Stubblefield, Miss Minnie Bruere contributed a contralto solo, Miss Elise Mathews a soprano solo (violin obligato), which was followed by a duet for soprano and alto by Misses Mathews and Bruere. All of these ladies deserve the highest praise for their performances, and judging by the way they were encored, the audience knew how to appreciate fine music. The last, but by no means least, number on the programme was a violin solo by Mr. G. K. Andrews, which was received with loud applause, and upon being encored, he graciously, but nevertheless somewhat backwardly, responded. Mr. Andrews had charge of this entertainment, and he certainly comes in for a share, if not the larger part, of the credit for having made it the success it was. Then came the presentation of the club's mileage medal to Mr. E. A. Smith by Dr. Keith, and the presentation of the club's cup by Mr. Stevens. Mr. Stevens made quite a lengthy speech, to which Mr. Smith replied in a few chosen words. Many people asked where Mr. Smith "got on to" that pose which he assumed while Mr. Stevens was talking. The dancing of Alex Lewis, the handsome Second Lieutenant of the club, was also one of the features.

### PITTSBURG and VICINITY.

#### "DUQUESNE."

AM very much obliged to "Key stone," of the *Wheel*, for his invitation to take in the Perrysville Plank. Yes, I can chase the pedals round better than I can chase the pen, but according to his story, I need only to throw my legs over the bar and let her go on that road. But, how did he measure those coasts, with a spoke cyclometer or with his imagination? I believe Seidell was the man, but do not know.

BIDWELL will ride this year, all rumors to the contrary.

THE following is clipped from the *Pittsburg Press*: "An amusing incident occurred yesterday at Tony Newell's road house on Forbes street, East End. A dude who was out enjoying the bracing air on his bicycle, becoming somewhat chilled, concluded to dismount and regale himself with a brandy and soda before returning. He glided gracefully through the gate, up the shell roadway, and without stopping, rode into one of the stalls used for horses, where he left his wheel, and proceeded to the bar. Patrick, the Irish hostler, not being familiar with the silent steed, rushed up, as is his custom when teams arrive, with a bucket of water and a blanket. He threw the latter over the wheel, and with a sponge began to rub down the nickle plated finishings, all through the force of habit, of course. The dude came out, tossed him a coin, and continued his journey to the city.

THE call for grades of notable hills in different parts of the country in last issue of the *Br. World*, should elicit some information from this section. The Homestead boys should send in the grade of their holy terror, the McKeesport crowd ditto, likewise the Allegheny Cyclers, and the Keystones might send in their toughest hill; then Brownsville and Beaver Falls should have a show; and then, lastly, the "lung pullers" that the Sewickley crowd blow about. These statistics would be very interesting; at present you can't tell which hill is the hardest to climb. The Cyclers talk of Federal street, which isn't really much of a hill; the Keystones talk of Irwin's hill, which, while steep, is only a few feet long; and the Homestead hill has faded from view like a Spanish air-castle, and is no longer considered a lung-breaker. As no one ever sees the Sewickley hills but the Sewickleyites, they can blow all they want, without fear of contradiction. But really the only satisfactory way to settle this, is to get the grades of the different hills; figures won't lie, if the surveyor is "straight" and competent. Let Lee & Livsey survey some of our hills and send in their measurements to the *Br. World*.

### WHEEL CLUB

#### NEWS.

THE Jamaica Plain Cycle Club gave a dinner at the Tremont House, Boston, Friday evening (13), complimentary to E. J. Woodworth, for a long time the Secretary of the club, who is soon to go to Texas to engage in business. The affair was informal. After the dinner the club held its annual election of officers, with the following result: Charles A. Underwood, President; William A. Mosman, Vice President; Frank P. Walker, Secretary and Treasurer; Edward C. Chase, Captain; George F. Riley, First Lieutenant; Joseph G. Sherman, Second Lieutenant; Wm. D. Eldridge, Bugler.

THE Century Wheelmen, of Philadelphia, have elected the following officers: President, Frank Read; Vice President, Thomas Hare; Secretary, P. S. Collins; Captain, W. T. Fleming; Board of

# The COVENTRY MACHINISTS' COMPANY

## LIMITED.

Our Catalogue for 1888 is in preparation, and a copy will be mailed to all who will send us their name and address on a postal card.

It will contain full particulars of the Club Cycles :

**Marlboro' Club Tricycle, Marlboro' Club Tandem, Swift Safety.**

**239 COLUMBUS AVENUE**

**BOSTON, MASS.**



### Christmas Number of the Irish Cyclist and Athlete

SHOULD you ask me whence these stories,  
Whence these tales and these traditions,  
With their frequent repetitions,  
With their numerous errata,  
With the rushing of the cycles,  
With the thunder of the football,  
With the smashing of the racquets,  
With the yells of the spectator,  
With the odor of the oil-can?  
I would answer, I would tell you—  
From the wigwam of the Paleface,  
From the Editorial sanctum,  
From the goose-quill of Macreedi,  
From the writings and inscriptions  
Of his well-conducted paper.

FOR SALE BY  
**Bicycling World Co.,**  
*American Agents.*

12 Pearl St., Boston.

**Price, 20 cents, Postpaid.**

When we are compelled to use racing wheels to make records,

**WE SHALL SAY SO,**

but so far our ordinary road machines seem to be

**SPEEDIER,**

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

**350 1-2 Miles in 24 Hours,**

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

**323 \* MILES \* IN \* TWENTY-FOUR \* HOURS.**

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

**100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,**

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

**G. & J. BALL BEARINGS.**

 Catalog cheerfully mailed on application.

**Gormully & Jeffery Mfg. Co.,**

**CHICAGO, - - ILL.**

 Largest Manufacturers of Cycles and Sundries in America.

Directors, William Sadler, F. G. Strossburger, R. Snyder and Dr. E. G. Fruh.

THE Orange (N. J.) Athletic Club will give a grand ball on 10 February.

THE Bloomfield (N. J.) Cyclers are in fine condition and are steadily moving ahead. The rolls now show a total of thirty active members.

THE Thorndike Bicycle Club, of Beverly, Mass., will construct a chute 1000 feet long down the slope at Trick's Pond. The toboggan slide will be brilliantly illuminated by electric lights.

THERE is a faction in both the Century Wheelmen and Germantown clubs that favors consolidation. Whether the factions are strong enough to bring about the result we cannot say.

AT the semi-annual meeting on the 5th of the Ramblers' Bicycle Club, of Hyde Park, Mass., the following officers were elected: President, J. E. Walter; Secretary and Treasurer, J. P. Boyden; Captain, J. P. Hall; First Lieutenant, A. H. Morse; Second Lieutenant, Robert E. Grant; Color Bearer, E. E. Galloupe.

THE Owl Bicycle Club, of Bordentown, N. J., elected the following officers January 11: President, Prof. C. P. Hoffman; Vice President, John Matthews; Secretary, Charles E. Burr; Captain, F. G. Wise; First Lieutenant, Charles R. Garwood; Second Lieutenant, Howard Newell; Color Bearer, Paul O. Hudson; Bugler, Lewis W. Wise.

THE wide-awake Bloomfield (N. J.) Cyclers held their annual meeting on Thursday evening (12), and elected the following officers for the ensuing year: President, J. V. L. Pierson; Vice President, Theodore Palmer; Secretary, Percy Graham; Treasurer, Frank Van Auken; Captain, Theodore D. Palmer; First Lieutenant, Robert Moss; Executive Committee, Frank Van Auken, Percy Graham, A. N. Snow, David Oakes, Reid Hawley.

MONDAY evening (9) the annual meeting of the Union County, N. J., Wheelmen was held in the club house at Westfield. The attendance was large, and everybody was in good humor. The balloting for officers for the ensuing year resulted as follows: President, Dr. Fred A. Kinch, Jr.; Secretary, Frank E. Reese; Treasurer, Charles D. Reese; Captain, Arthur N. Pierson; First Lieutenant, John Brunner; Second Lieutenant, Al. Farrington; Representatives to N. Y. & N. J. T. R. A., Dr. Fred A. Kinch, Jr., Arthur N. Pierson. The club is in a very prosperous condition, and is steadily gaining in strength. The prospects are that it will have a very lively season.

AT the annual meeting of the Calumet Cycling Club, of Brooklyn, held Jan. 4, the long-distance medal for 1887 was presented to Walter Bonner, whose record was 6374 miles. Capt. Jones came in second with 6118 miles to his credit. The second medal was awarded to Arthur L. Ward for having ridden the fastest mile during 1887. Bugler William F. Murphy was presented with an elegant diamond studded League badge as a reward for having brought into the fold the largest number of new members during the past year. It is probable that the Calumets will ere long become consolidated with the Kings County Wheelmen. A proposition to that effect was made by the latter club.

THE Philadelphia Bicycle Club, like the Pennsylvania Bicycle Club, finds that its needs in the way of room are far beyond what its new club house provides for, and the attention of the members for some time past has been devoted to the question of how to arrange for the large and ever increasing needs of the club respecting accommodations. Many regrets were of late expressed by members that a larger plot of ground was not at first secured, but the past week has seen a solution to the question by the acquirement of a lot of ground by the club in the rear of its present club house. On this new lot an extension to the already large club building is to be erected. The new portion of the premises is to include increased machine space, and also more accommodations for the lady members of the organization, of whom there are now a large number enrolled.

THE annual meeting of the Elizabeth, N. J., Wheelmen was held on Wednesday evening (12), a pleasant feature being the presence of a number of the lady members. The presiding officer was Vice President Bergen. The report of the Secretary gave a history of the club during the year, including the building of the club house and other improvements which have been carried out. The statistical part of the report showed that there had been a net loss of one active member, while in the lady membership there had been a gain of six. The club has now a larger number of lady members than any other club in the country. Captain Berry's report showed that the total mileage of the club was 22,597 miles, a considerable falling off from

the preceding year. The individual records ranged all the way from 69 to 3495 miles. Those members who rode more than 1000 miles during 1887 were: F. C. Gilbert, 1186; Finck, 1107; L. B. Bonnett, 1162; Decker, 1200; W. N. Caldwell, 1336; S. D. Bowman, 1467; Walter Chandler, 1637; D. B. Bonnett, 3495. The latter gentleman was presented with the handsome long-distance medal. Gilbert made the largest monthly record, having ridden 459 1-2 miles during July. Ex-Captain Martin made the highest average per ride—22.6 miles, but having failed to cover 1000 miles in the year, the medal was presented to L. B. Bonnett, whose average was 17.8. The Captain's report also gave a summary of the racing events in which the club and members participated during the year. The resignation of R. A. Clapp, who is engaged in business in the South, was accepted with regret. Mr. Clapp was one of the hardest working and most popular members of the club. By a unanimous vote his name was placed on the list of honorary members. The question as to whether the organization should remain an L. A. W. club was decided in the affirmative by an almost unanimous vote. A proposition made to increase the dues was very promptly voted down. Notice was given that several important amendments to the by-laws would be brought up at the next meeting. The election of officers for the ensuing year was next in order, and the result was as follows: President, George C. Pennell; Vice President, Walter Chandler; Secretary, A. N. Lukens; Trustees, Aug. S. Crane, D. B. Bonnett, W. N. Edelsten, E. A. Faulks and A. G. Jenkins; Captain, Samuel J. Berry, Jr.; First Lieutenant, L. B. Bonnett; Second Lieutenant, F. C. Gilbert; Sergeant, A. C. Jenkins; Color Bearer, W. N. Caldwell; Bugler, A. N. Lukens; Surgeon, D. M. Miller, M. D.; Legal Counsel, C. A. Swift. Immediately after adjournment, the new trustees held a meeting and elected E. A. Faulks, Treasurer.

#### RECORD OF

#### THE WEEK.

"THE BICYCLING WORLD thinks that bicycle racing is a very dead sport indeed, and further, it thinks that the only way to revive it is to start a good system of class racing. The WORLD is about right. Last fall Philadelphia held its most successful meeting of the season on the class racing system."—*Item*. Right you are; give the public class racing and time limit and you will have a return to the good old times when cycle racing was an interesting sport. It must be remembered, however, that the corpse of racing is well along toward decomposition, and it will take more than one good race meet to resurrect the defunct interest.

WOODSIDE will not abandon the racing path for a while, at any rate.

CHICAGO claims to have 2500 wheelmen, six bicycle clubs, and sixty lady tricyclists.

MRS. HAROLD LEWIS of Philadelphia should also have a medal, as she covered 3000 miles last year on her tricycle.

THE rowing tricycle is to be brought out in England, and Messrs. Rudge & Co., Limited, are building quite a number under contract.

MRS. ELIOT MASON is the first lady in America to receive a medal for long-distance record. During the year 1887 she covered 1000 miles on her tricycle.

Outing went under new management on January 9th. We hope the new "powers that be" will be more favorable to the cycling department of the magazine.

THE *Wheel* lifts boldly the article we published in our issue of the 6th inst. in regard to the retirement of Mr. W. B. Everett from the cycle business, but Brother Prial, why fail to credit?

THE *Canadian Wheelmen*, in its January issue, quotes from the *WORLD* copiously. We acknowledge the honor, but would suggest that it failed to credit the one-page sketch of "Mr. Bowser Buys a Bicycle."

ONE of the most interesting exhibits promised at the coming Stanley show will be that of "cycles fitted for photographic purposes." Mr. H. Sturmeay and E. Shipton are on the Committee of Awards in the department.

MR. PEMBROKE COLEMAN, so long and favorably known as official handicapper to the N. C. U., will not accept re-appointment. Mr. Coleman's reputation as a handicapper and timer is world-wide. It will be very difficult to fill his place acceptably.

THE entertainment given by the Springfield B. Club minstrels at Chicopee, Mass., Friday evening last, was pronounced one of the finest ever given in the Opera House. The theatre was crowded to its utmost capacity. The performance was under the auspices of St. John's Lodge of Odd Fellows.

THE Overman Wheel Co.'s brass band of Chicopee is one of the institutions of that thriving town, and by the way, it is a fact that the new factory of this firm and the plant therein, cannot be excelled in completeness by any bicycle factory in the country. They are busy at work making tricycles for the coming season. The boys' machine is a new departure in way of manufacture by this firm. This, together with their improved wheels for 1888, will have our attention as soon as the company can give us particulars.

WHAT a peppery, cantankerous laddie that contributor to the *Spectator* is, to be sure. He snaps and snarls at Wells and Rogers, and his "glum contemporary" (that's we uns), because, forsooth, we have not that abiding faith in Greenwood's ability to climb Corey twelve times on a bicycle without a dismount. Who is he, anyway? And why does he not take something that will cure dyspepsia? By and by we shall be required by this little pepper-box to submit our opinions for his scrutiny before we will dare to express them in print. Again we ask, who is he? What is his name, and when did he escape? We have heard him alluded to as "the most unpopular cyclist in St. Louis," hut for the life of us we can't recall his name, even if we ever heard it.

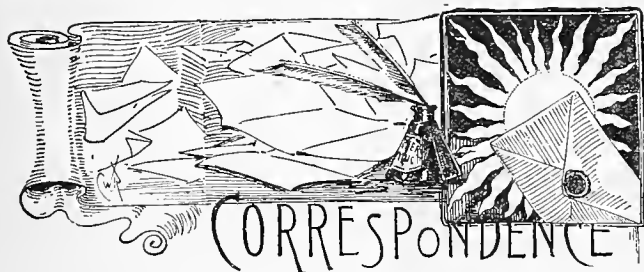
### CYCLISTS BEAT THE COWBOYS.

WE append below the summary of the recent race at Birmingham, England, between three cyclists and two cowboys. We take our table from the *Cyclist*: Six days' race, eight hours per day. Cyclists—R. Howell, W. M. Woodside and C. Terront (1); total mileage, 804 miles 4 laps. Cowboys—Marve Beardsley and Broncho Charley (0); total mileage, 795 miles 6 laps. Victory for cyclists by 8 miles 7 laps.

#### DAILY SCORES.

	CYCLISTS.		COWBOYS.	
	Ten laps to the mile.		Nine laps to the mile.	
	MILES.	LAPS.	MILES.	LAPS.
Monday, - - -	141	1	135	4
Tuesday, - - -	135	6	132	7
Wednesday, - - -	128	1	131	2
Thursday, - - -	125	0	127	6
Friday, - - -	132	0	133	0
Saturday, - - -	142	6	135	5
Total, - - -	804	4	795	6

Individual scores: Cyclists—R. Howell, 270 miles 2 laps; W. M. Woodside, 267 miles 4 laps; C. Terront, 266 miles 8 laps. Cowboys—Marve Beardsley, 400 miles 3 laps; Broncho Charley, 395 miles 3 laps.



### NO VICTOR TEAM FOR 1888.

To the *Cycling Public*: We beg to announce that we have "retired from the path," and shall hereafter leave to the amateur all the glory that is to be won in that arena. We now feel that the state of things which has existed in this connection has been and can be productive of no benefit to any of the parties concerned, and our present action is the result of this conviction. We have proved our ability to make wheels capable of being ridden as fast as the fastest. Ours were the first American wheels to hold world records, and we have at times during the past three years held more world records than any other one make.

As regards "records" made outside of competition, they are a standing jest among wheelmen, and are accounted more wind than record. It is evident that the riding public believes that attempts are being made to impose on it in the matter of "records" made only on paper. It has been said that there are riders who require only to know what is desired, and straightway there is forthcoming a "record" built to order, regardless of conditions or possibilities.

In the great Clarksville race, where was fought the greatest

wheel battle ever seen in this or any other land, the Victor was found at the front, taking both first and second places. Such contests alone are of value in deciding the merits of different wheels. We propose hereafter to spend our coin in making machines, not in paying riders to show them. We are the first to take this stand, and expect to be the last to recede from the position so taken.

Very truly yours,  
A. H. OVERMAN, President.

OVERMAN WHEEL CO.

### ON THE TURF AGAIN,

#### OR, CYCLING AT 4 BELOW ZERO.

AFTER all, a sporting life is a pretty good one, and has its peculiar charm, nor necessarily a fleeting one, if indulged in quietly and without ostentation. Trade was quiet the other day, sort of a lull after the rush, and I chanced to drop into Jags' office, with no other purpose than to absorb a little of the caloric from his stove, and anything else absorbable he might happen to have laying round, when I was startled by the following bold and remarkable proposition:

"I'll tell you what I'll do with you," said Jags. "We'll work Corey to lend us a tandem, strap on a couple of guns, a camera and some (I think it was) cold tea, and start out on a great combination cycling, hunting, photographing expedition, and make a day of it to-morrow. What do you say?"

I gazed at him a moment, lost in amazement at the audacity of the scheme, until a clinker in the stove between us fell with a dull, sickening thud, and recalled my scattered faculties.

"What," said I, "cycling in this weather, and fifty pounds of luggage to carry! Why, man alive, we'd freeze to death and wouldn't get so far as the Milldam; are you crazy?"

"Never you mind about that; I'll guarantee we don't freeze, and I know a man who has a friend who saw some sparrows out back a ways last year, and they may be there yet, and we stand a good show of getting one of them."

"Well," said I, "that is pretty good shooting for hereabouts; I guess I'll go with you, though I suppose you will get on the back seat and soger on me all the way (and, sure enough, he did). But how about business?"

"Oh bother the business, let it take care of itself a day, mine will. Here Whiskers! (calling the striker, who was hard at work tickling the office cat's nose with a corn wisp,) if anyone comes in to see me to-morrow, just tell 'em I'm at the mill for all day, and if a man comes in for five pounds of coffee, mix up three pounds of those ground peas, two and a half of chicory, and a handful of those Rio sweepings in the safe, but get the cash first, 38 cents a pound."

Whiskers nodded understandingly, with a look which showed that he had mastered the great underlying principles of business, and a little later, having made all necessary arrangements, we parted to rendezvous in the morning at 7 A. M.

"Great Solomon Mosicks!" was my involuntary exclamation when awakened by the fiendish racket of my alarm clock at 5:30 A. M. I shivered and clawed for another blanket. "It's froze up solid, and I've got to get up and go out and ride a tricycle. What a confounded fool I was to get roped into such a scheme, anyhow." Realizing, however, that it was too late to back out, I up and dressed in two consecutive suits of clothes, breakfasted and was shortly en route, via horse car, for Cambridge, our starting point.



THE START.

This is how we looked when we started. Wish I had a picture to show how the drivers and pedestrians looked at us, as hurrying by with collars turned up and ruddy noses, they stared as though they considered us two escaped lunatics from Somerville Asylum. But it

was soon our turn to gaze pityingly at them, for though obliged to dismount and stamp our feet once or twice, we soon had to remove outer clothing, and transfer it to the luggage carrier, as we sped along through Medford and Malden. Take my word for it, skeptics, it was *great stuff*, too, for no sooner had the cold of the morning air



WORKING THE FARM-HOUSE.

succumbed to that of the heightened circulation from the exercise, than we minded it no more than a summer's breeze, the only drawback being that Jags would persist in calling out to every female as we passed, "Nice little girl! What's your name?" much to my mortification. Pretty soon we struck out in way back somewhere, and selecting a promising-looking estate, we proceeded to work it.

This is how we did it: Wheeling up the driveway, and dismounting, we approached the door, knocked, and waited until it was opened by the hostess, whose appearance was the signal for our opening ode, rendered by Jags in a penetrating, *pot-pourri* tenor, aided by my own robust *mayonnaise* baritone:

"Oh, missus, won't you please to give us something to eat; A piece of bread and butter, and a slice of nice, cold meat; Some custard pie and pudding, for to make it all go right; For we are so awful hungry, and we've got to ride all night."

Followed by the refrain:

"For we are two bums, two jolly old bums;  
We live like royal Turks.  
When we have luck in striking our chuck,  
Lord help the man who works."

Moved to tears at our touching recital, the good lady set 'em up in great shape, and we were soon feasting from a bountiful supply of those good old New England dishes, *Pate de fois gras*, *Becassine*, *Beans*, *Marons glaces*, etc., etc.

"Now for the chase," quoth Jags, helping himself to the ninth consecutive glass of *Perrier-Jouet*. "Get your cannon and follow me."



THE CHASE.

This is not an essay on gunning, and I will not attempt to describe how we were chased by a ferocious dog which we were about to capture for a bear, and *bear-ly* escaped with the seats of our trousers; how we tumbled over the partridges, rabbits, crows, etc., and also tumbled over the ground, finally returning when game bags would hold no more.

After photographing the scene of our raid, we packed up, and were off again a dozen miles, or so, further, springing numberless "gags" on the inhabitants, and receiving in turn various compliments (?) as to our appearance, and solicitous inquiries as to whether we were not cold. An hour at a comfortable hostelry for oysters and cigars, and we were homeward bound, arriving at nightfall, having demonstrated that there was yet some novelty in the sport of cycling, by riding sixty-two miles with fifty pounds of luggage, at a temperature below freezing; and actually deriving considerable fun from it, too.

To anyone who is supposed to doubt the accuracy of the accompanying illustrations, we are prepared to crush his skepticism by producing the machine and the camera. What further proof needed?

SMUG.



## INDEX TO MACHINES ALREADY DESCRIBED.

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ONE of the arguments used against the rear-driving safety is that the element of danger is wanting to make the enjoyment of riding absolute, and they go further, and assert that the benefits to be derived from cycling are partially neutralized by the non-danger element. We protest against this view of the case, and positively aver that the absence of danger in any sport has naught whatever to do with the health-giving or life-prolonging tendencies. The anti-safety cranks had better stop arguing if they cannot find any better foundation than the danger question.

HOWARD A. SMITH & Co. have finally decided to open a store in Orange, for sale, rental and repairs. The new store will be opened in a very short time, and then look out for breakers:

A LECTURE, "Recollections of American Travel," was given Jan. 4th, at the Stanley Cyclists' club house, London, by Mr. William Goddard. The lecture was illustrated by magic lantern slides, and was divided into three heads, viz., 1, Liverpool to New York; 2, New York to Cincinnati; 3, Cincinnati to New Orleans.

HAVE you sent your name to the Overman Wheel Co. for addition to their permanent mailing list, from which lots of matter of interest to wheelmen will be addressed during the coming year? Better do so. It costs only a postal card, and you couldn't invest a cent more profitably.

IN view of the following fact taken from the *Item*, would it not be well for the cyclists to take vigorous action towards excluding equestrians from the Park, on the ground that their presence is apt to disturb the nerves of the wheelmen? "During 1887 the cyclers who availed themselves of the riding grounds of Fairmount Park far outnumbered the equestrians who sought exercise and health in our fine city pleasure ground."

WE are informed that the Overman Wheel Co. have made the establishments of Messrs. A. G. Spalding & Bros., New York and Chicago, special houses for the handling of their goods, and made arrangements by which agents regularly appointed by the Overman Wheel Co. may obtain their goods from either of these points at same rates as if ordered direct. This will at times greatly facilitate the business of agents. These arrangements do not in any other way affect the relations between the Overman Wheel Co. and their agents.

THERE is not a better or more favorably known cyclist in the East than Mr. W. S. Doane, so long connected with Messrs. Stoddard Lovering & Co., and we are sorry to say that the East is about to lose him, he having accepted a position with Mr. C. T. Stokes of 293 Wabash avenue, Chicago, to represent the Springfield Roadster. Mr. Doane will travel over a territory comprising Northern Illinois, Iowa, Indiana, Wisconsin, Dakota, Nebraska, and part of Michigan. The Springfield Roadster people are to be congratulated on securing the services of so well-known and popular a man as Mr. Doane. The territory named will be well covered by him, and we wish him all success in his new departure. He left for the West to-day, the 20th.

THE New York *Clipper* Annual for 1888 is out. We naturally turn to the cycling record department, and find it carefully revised up to a late date in 1887. Some of the latest records are not in, but it is the most complete table up to date. This annual is one of the most valuable publications issued, and those who want a complete record of events and performances in all branches of sport and amusement cannot afford to be without a copy. Frank Queen Publishing Co., 88 and 90 Centre St., New York.



THE SURPRISE COLUMBIA TRICYCLE.

PRICE, with "Double-Grip" Ball-Pedals, \$150. With "Double-Grip" Parallel Pedals, \$145.

BRIEF.—32-inch driving wheel, 26-inch front steering-wheels. Endless moulded rubber tires, 1 inch to driver, 3-4 inch to steerers. Crescent felloes. 44 and 24 direct spokes, No. 11 1-2 wire, with both ends enlarged. Folding frames of seamless tubular steel. Tubular driving-wheel forks. Wallace dwarf steering-heads. Adjustable handle-bar steering. Hollow curved handle-bars, adjustable for height. Vulcanite handles. Adjustable plunger brake. Adjustable crank-and-chain driving-gear. Wallace sprocket-wheels. Ewart forged-steel, detachable link chain. Detachable Knous cranks. Columbia "double-grip," rubber ball-pedals. Columbia adjustable ball-bearings all around. Adjustable L seat-rod. Harrington cradle-spring. Knous adjustable saddle. Dust-shield. Tool-bag, with B. & S. monkey wrench, screw-driver and oil can. Width over all, open, 39 inches; folded, 29 inches. Gear 48 1-5. Weight all on, 73 pounds. Finish, enamel, and nickel tips.

There has not been a more opportune time than the present season to offer to the public such a tricycle as the Surprise, with its advantages of construction and price. The benefits and pleasures of tricycling are beginning to meet with a more substantial appreciation than ever, and the number of riders is very rapidly increasing; not only among gentlemen who desire to secure as great a degree of safety as possible, but, what is of greater interest and of more moment in its effect upon cycling in general, among the ladies. For the use of ladies especially, a tricycle with unobstructed front, admitting of an easy and quick dismount, has its advantages, and on this account, as well as others, the Surprise will be found well suited to their wants.

FOLDING ARRANGEMENT.—An important feature of the machine, made possible by its general form of construction, with two front steering-wheels and single rear driver, is the folding arrangement by means of which the running track can be varied in width from 34 inches down to about 30, without a material change in its efficiency, and then folding as shown in the accompanying cut to a width over all of 29 inches, enabling it to go through almost any door, and to be conveniently stored in less space than other tricycles. The tubular steering-wheel arms are pivoted at their inner ends to a strong bracket at the end of the centre tube, and held in the desired position by binding bolts on a semi-circular section of it. At their outer ends are neat spindles, upon which turn the dwarf steering-heads, carrying the wheel shafts.

STEERING.—A lever arm at the bottom of each steering-head is connected by a light rod to a lever pivoted below the main frame bracket, and taking its motion through a connecting rod, with ball-and-socket joints, attached to the lower end of the handle-bar upright. The steering is positive and very steady, and the adjustments are such as to keep it snug in all parts without slack or rattling. This steering arrangement is unique and is of special value in the Surprise, in that it does away with the balance gear. Its absence here is noticeable as well in the effect upon the price of the machine as in its mechanical construction. The best made balance gears are apt to be a source of annoyance, and so in the Surprise the trouble is avoided.

THE FRAME of the tricycle is simple, but strong and comparatively light: made of seamless tubular steel of such gauges as are

best adapted to the various parts and forms, and firmly brazed and jointed together.

WHEELS.—The driving-wheel is made as small as it can be with good practical results for strength and saving of weight, and the steering-wheels maintain a good relative proportion; the sizes and positions of all afford as low a centre of gravity as is desirable, and a good wheel-base for stability. They are made with solid crescent felloes, of good proportion, and pure rubber tires securely cemented in, and direct spokes headed at the felloe and screwing into the forged-steel hub-flanges. They will be found strong and durable; all in all, the best wheels that can be made for the purpose.

BEARINGS.—The wheels, crank-shaft, and pedals are fitted with Columbia adjustable ball-bearings, ensuring even and easy running, and exact adjustment.

DRIVING-GEAR.—The power is applied through the Columbia regular crank-and-chain driving-gear, which stands second to none for effectiveness of working, for strength and, readiness of adjustment. The upper sprocket-wheel is a fixed one, being made as a part of the rear hub-flange, and so within the fork and bearing, an arrangement affording strength and durability, and steadiness of action. The lower one is a Wallace interchangeable wheel, admitting of a change of gear to 54 2-5 if desired, bolted to the crank-shaft, which takes its bearings in the bracket carried upon the centre tube.

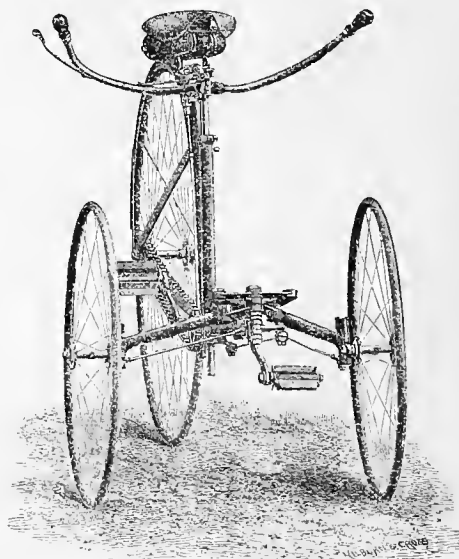
CHAIN.—Is the well-tested and excellent Ewart detachable-link chain.

THE CRANKS are of the modified Knous pattern, as used in the Tandem and Light Roadster tricycle. While the regular length affords a throw of 5, 5 1-2, or 6 inches, longer ones affording a half-inch more throw may be had if wanted.

THE PEDALS will be fitted with "double-grip" parallel pedals if desired, at a reduction of \$5.

THE HANDLE-BARS, of seamless hollow steel, are curved backward to prevent interference with the rider, and then forward, bringing the vulcanite handles to a convenient position, and one affording a good control over the machine. At their inner ends they are firmly bracketed to the top of the tubular spindle passing through the vertical tube of the frame, and adjusting up and down in it.

BRAKE.—The brake-lever is of good length, curved to correspond with the handle-bar, and connected by a lever and adjustable plunger to the brake-spoon, applying directly upon the driving-wheel.



THE SADDLE is fitted on one of their Harrington cradle-springs, the stiffness of which will be suited as near as possible to the weight of the rider, and it is desirable that this should be given in each case. This is adjustable backward or forward upon the seat-rod, which also has an ample vertical adjustment to suit the reach of the rider.

The Surprise may thus be adapted to the requirements of any one desiring to use it, the saddle, handles, and pedals being readily

placed where they will best afford comfort and entire control over the running of the machine. The steering-wheel arms afford secure rests for the feet in coasting. Light shields over the chain and driving-wheel gear serve to protect from contact with these parts, and prevent dust and mud from being thrown upon the rider.

While a decided departure in principle and appearance from any other machine that has ever yet been made to any extent, the many good qualities and advantages of the Surprise insure its success.

It is well made, and handsomely finished.

A RACE between teams consisting of Prince and Whittaker, and Knapp and Dingley, is likely to take place in Minneapolis at an early date.

# WHEELS FOR 1888.

Our Bicycle Catalogue for the season of 1888 is now ready to be mailed to those interested.

## ALL GRADES, ALL SIZES, ALL PRICES.

Those contemplating a purchase will do well to examine what we have to offer.

## AGENTS

Especially should carefully study our line before contracting for their season's supply.

FACTORY AND OFFICE,  
784 to 794 Madison St., CHICAGO.

## St. Nicholas Mfg. Co.

### Second-Hand Wheels,

### Bicycles on Easy Payments.

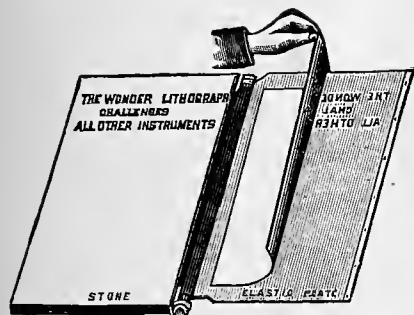
Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.



New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



## LOOK AT THIS OFFER ! IT CANNOT BE BEATEN ! THE WONDER LITHOGRAPH.

PATENT APPLIED FOR U. S.

Is superior to every *duplicate process* extant in perfection of print, rapidity of execution and cheapness of operating expenses; brings the art of lithography with astonishing simplicity within the reach of everybody.

"AN OLD ART BY A NEW METHOD," ELEGANT, FASCINATING, PERFECT.

Highest references from leading Railroads, Universities, etc. Professional Lithographers pronounce the work done by the Wonder Lithograph equal to their own.

### THE WONDER LITHOGRAPH CLAIMS:

1st, Special knowledge or ability is not needed.—2d, The number of copies which can be taken (400 per hour) from one negative is absolutely *unlimited*.—3d, Printing is done in indelible jet black, or any other color or combination of colors.—4th, Printing can be applied on any kind of paper, metal, glass, linen or any other material on plane or curved surface.—5th, Originals can be very easily corrected or altered at any time, even during printing.—6th, Expenses of operation are so small that after a short time the **Wonder Lithograph** is cheaper than any other instrument.—7th, The **Wonder Lithograph** duplicates any style of writing, sheet music, crayon designs, architectural and mechanical drawings in perfect fac-simile.—8th, It is the only method known that duplicates Typewriting satisfactorily.—9th, It is the only practical method by which copying can be done in solid, continuous lines in indelible ink.—10th, In short, anything done by the lithographer can be done on the **Wonder Lithograph**.

#### List Prices.

No. 0.—Printing surface 6x9 inches,	\$15.00
No. 1-2— " " 9x12 " " " "	\$18.00
No. 1— " " 9x14 " " " "	\$20.00
No. 2— " " 14x18 " " " "	\$27.00
No. 3— " " 18x24 " " " "	\$36.00

#### Our Offer.

No. 0, with Bi. WORLD ONE year,	\$12.00
No. 1-2, " " " " " "	\$14.00
No. 1, " " " " " "	\$16.00
No. 2, " " " " " "	\$20.00
No. 3, " " " " " "	\$28.00

In addition to above splendid offer WE AGREE TO PAY EXPRESSAGE when it does not exceed \$1.00.

Each complete apparatus consists of lithographic stone, elastic plate, ink-roller, transfer-roller, bottle of fluid, bottle of ink, tube of printing ink, ink plate, pumice stone, and complete directions, all put up in a neat varnished box. Extra bottles of writing ink, 50cts.; extra tubes of printing ink (black, red, blue, green, etc.) 75cts. each.

Single Stones, 6x9, \$3. 9x14, \$6. 14x18, \$8. Special sizes made to order. Typewriting ribbons, \$1 each.

### DESCRIPTION OF OPERATION.

Write or draw the original with our ink on the lithographic stone in the same way and as rapidly as on paper. Cover the stone with our special liquid, and put printing ink on with a roller. The color will adhere only to the writing on the stone.

Press elastic plate lightly upon the stone, and the perfect negative of the original will appear upon elastic plate from which the copies are taken. One inking of the stone is sufficient for 10 or 12 copies, and by re-inking it any number of copies can be taken. Where drawings on paper, or typewriting, are to be copied, special ink or ribbon will be furnished. A minute's rubbing with pumice stone in water serves to prepare the lithographic stone for a new drawing. All parts of the apparatus are practically indestructible.

**BICYCLING WORLD CO.,**

**12 Pearl Street, Boston.**

Agents for the Wonder Lithograph Company.

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"The Most Comprehensive Cycling Catalogue Published."

60 PAGES, 40 ENGRAVINGS.

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**COLUMBIA CATALOGUE**  
**FOR 1888.**

**Now Ready.**

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The Rudge Agency, recently relinquished by Messrs. Stoddard, Lovering & Co., will be continued at the same place, 152 Congress St., Boston, Mass., by

**H. M. SABEN,**

who has been actively connected with the agency during the past two years.

The 1888 Rudge Catalogue is now in press.

FOUNDED  
THE  
1878

# BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday at No. 12 Pearl Street

\$1.00 a Year.  
5 cents a copy.

BOSTON, 27 JANUARY, 1888.

Volume XVI.  
Number 13.



CYCLING IN AMERICA HAVING PASSED ITS PIONEER PERIOD, THE QUESTION NOW IS NOT, "SHALL WE RIDE WHEELS?" BUT, "WHAT WHEELS SHALL WE RIDE?" THIS QUESTION HAS BEEN DECIDED TO THE COMPLETE SATISFACTION OF A LARGE PROPORTION OF THE WHEELMEN OF THIS COUNTRY BY THEIR EXPERIENCE WITH THE VICTORS, A LINE OF WHEELS OF THE HIGHEST GRADE, PRESENTING MORE THOROUGHLY GOOD FEATURES THAN ANY OTHERS.

#### THE VICTOR LIGHT ROADSTER

THE STRONGEST, HANDSOMEST AND LIGHTEST RUNNING BICYCLE MADE. IT HAS EARNED ITS REPUTATION AND WILL SUSTAIN IT.

#### THE VICTOR SAFETY

IN '87 ITS SUCCESS AMOUNTED TO A POSITIVE HIT. MODEL FOR '88 GREATLY IMPROVED. THE ONLY SUCCESSFUL TYPE OF SAFETY BICYCLE. ADJUSTABLE TO ALL SIZES.

#### THE VICTOR TRICYCLE

BUILT TO BEAT THE WORLD, AND HAS NO TROUBLE IN DOING IT. LIGHT, STRONG, GRACEFUL! PERFECTLY ADAPTED FOR BOTH LADIES AND GENTLEMEN

#### THE VICTOR JUNIOR BICYCLE

INTRINSICALLY THE BEST YOUTHS' MACHINE EVER OFFERED. TANGENT SPOKES, BALL BEARINGS, SPADE HANDLES, VICTOR SADDLE—EVERYTHING RIGHT! SIZES, 38 TO 50 INCH INCLUSIVE.

It is impossible to give any adequate description of these goods here, but we ask you to send for catalogs and full particulars regarding them.

OVERMAN WHEEL CO.

MAKERS OF VICTOR CYCLES AND ACCESSORIES  
BOSTON MASS.

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The only practical safety in the market combining Speed, Safety and Comfort.

It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

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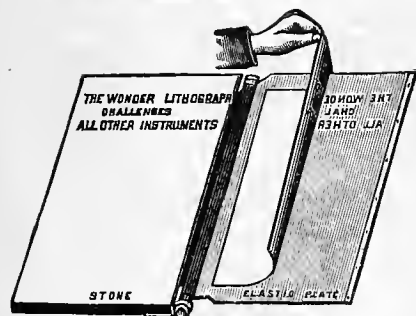
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TAKEN IN EXCHANGE FOR BICYCLES.

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THE WONDER LITHOGRAPH.

PATENT APPLIED FOR U. S.

Is superior to every duplicate process extant in perfection of print, rapidity of execution and cheapness of operating expenses; brings the art of lithography with astonishing simplicity within the reach of everybody.

"AN OLD ART BY A NEW METHOD," ELEGANT, FASCINATING, PERFECT.

Highest references from leading Railroads, Universities, etc. Professional Lithographers pronounce the work done by the Wonder Lithograph equal to their own.

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1st, Special knowledge or ability is not needed.—2d, The number of copies which can be taken (400 per hour) from one negative is absolutely unlimited.—3d, Printing is done in indelible jet black, or any other color or combination of colors.—4th, Printing can be applied on any kind of paper, metal, glass, linen or any other material on plane or curved surface.—5th, Originals can be very easily corrected or altered at any time, even during printing.—6th, Expenses of operation are so small that after a short time the Wonder Lithograph is cheaper than any other instrument.—7th, The Wonder Lithograph duplicates any style of writing, sheet music, crayon designs, architectural and mechanical drawings in perfect fac-simile.—8th, It is the only method known that duplicates Typewriting satisfactorily.—9th, It is the only practical method by which copying can be done in solid, continuous lines in indelible ink.—10th, In short, anything done by the Lithographer can be done on the Wonder Lithograph.

## List Prices.

No. 0.—Printing surface 6x9 inches,	- - -	\$15.00
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BICYCLING WORLD CO.,

Agents for the Wonder Lithograph Company.

12 Pearl Street, Boston.

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**APPLICATIONS FOR MEMBERSHIP.**—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

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Wright, J. B., 1145 Bedford avenue, Brooklyn, N. Y.

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## The Standard Cyclometer.

Greatly Improved for 1888.

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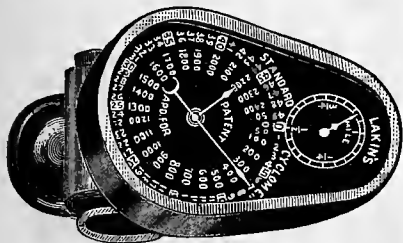
It has stood the test for accuracy.

It has proved itself the strongest and best made cyclometer on the market.

It has been in use several years, and its merits are well established among wheelmen.

Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



REGISTERS 2500 MILES.

We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we place upon the market an instrument that seems absolutely perfect in all its workings. We furnish a certificate of accuracy with all instruments. In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, \$10.00.

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end for Circular.

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**FOR SALE**—54-inch American Star Bicycle; condition excellent; price low. Will exchange for Photo. Outfit. WM. ROMMEL, 1904 Spring Garden street, Philadelphia, Pa.

**FOR SALE**—50-inch New Rapid Bicycle, model '86; condition excellent. Price low. ROBERT MOORE, Box 240, Philadelphia, Pa.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

**TO EXCHANGE**—52 or 54-inch Bicycle for good Safety, Columbia or Rover type, or will buy Safety if in good condition and very cheap. L. A. W. 9937, Box 305, Hornellsville, N. Y.



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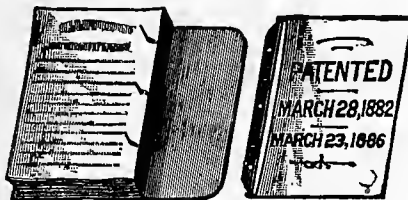
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Weight, only 12 ounces,  
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THE CONCEALED CAMERA, \$15.00  
Detective Cameras, Tourists' Cameras, Amateur Photographers' Supplies.

CATALOGUES FREE.

SCOVILL MFG CO.,  
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W. IRVING ADAMS, Agt.

# The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

The Only, Absolutely Safe Wheel  
Against "Headers" Made.  
It is the Best, and it is also the  
Cheapest.  
Do not buy a wheel before you see the  
SPRINGFIELD ROADSTER.



This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered the public for the money. Best class of cold drawn weldless steel tubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

## The 1888 Pattern Springfield Roadster for \$100,

has ball bearings all round and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag; workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels are identical. Those who purchase plain bearings can at any time have the ball bearings added if they so desire at the additional cost of \$25.

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C. F. STOKES, 293 Wabash Ave., Chicago, Ill.

Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. COMPANY, 9 Cornhill, Boston, Mass.

# NEW RAPID AND QUADRANT CYCLES.

Highest Grade, Easiest Running, Perfect in Every Detail.

SEND FOR ILLUSTRATED CATALOGUE.

SAMUEL T. CLARK & CO., - - - Baltimore, Md.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 27 JANUARY, 1888.

IT will be noticed by our readers and advertising patrons that we have commenced on our trade articles. We must ask all to bear with us if we do not cover the ground in *one or two issues*. We shall for the next two months devote a good deal of space to letting our readers know what is new in the cycling line. Every novelty will be treated on before the season opens, and all we ask is a little patience from readers and those who are in the trade. We shall serve the good things as fast as space and our ability will admit. In the meantime we refer our readers to carefully read our trade articles if they would not be left through lack of knowledge when the season opens. This week we have a talk with Mr. Yost of the Springfield Bicycle Co. We give a description of Gormully & Jeffery's new rear driver, the "Rambler," and the Overman Co.'s Light Roadster. In the last three issues we have described the Pope Mfg. Co.'s new machines. By all means read our trade articles and keep posted.

THE determination of the League's officials to establish the organization upon a working basis meets with general approbation. That there is need of some change is generally recognized among the rank and file, but it is more than gratifying to know that the officials also realize that the League has arrived at a stage in its existence which requires a greater attention to practical work in carrying out the objects for which the League was formed. We hope that any scheme which may be adopted, will provide for a more general representation of different sections at the officers' meetings. We recognize the fact that the distances here are so great, that a plan which might do very well in a smaller country is entirely inadequate for our national organization. Many of the gentlemen who are taking the initiative in the proposed changes are familiar with the League's needs, and we feel assured that they will make every endeavor to re-organize on a basis that will allow the League to keep in touch with cycling needs, and arrange for prompt action when necessary. The League is to make a new departure of a radical nature, and we can only hope that whatever plan is finally determined upon will meet with universal approval.

FRED S. HITCHCOCK, of the Lynn Cycle Club, whom the *Item* recently announced as on his way home from Colon, has secured the position of Assistant Electrician, at a good salary, to the Panama Railroad, and is now located at Panama, across the isthmus. He intended to sail for home Jan. 5, but the Panama Company got hold of him and offered him inducements to remain, and so he staid.

## LOAFING.

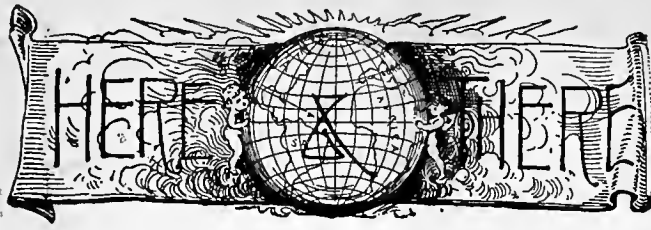
"It is really amusing the opposite and contradictory views expressed by pressmen on the subject of 'loafing' on the track. Geo. Lacy Hillier, who was, and still is, one of the fastest men on the path, and who, notwithstanding his dogmatism, is an undoubted authority, urges, in *Bicycling News* that a racing man should ride according as his judgment directs, and use every effort, both of mind and body, to win. BICYCLING WORLD, the leading American weekly, combats these views in language perhaps more forcible than polite, and argues that a man should ride 'all out,' and that it is unsportsmanlike to 'wait,' or, as the Americans style it, 'loaf.' As a racing man of several years' standing, and as one who has competed in nigh two hundred contests, and whose usual tactics are to ride straight away from start to finish, we think we are in a position to offer an opinion. We agree and disagree with both of our contemporaries. Both have gone to opposite extremes. A man utterly devoid of intellect cannot be a successful racing man. The judgment must help the muscles, and where men of equal calibre meet, the man of superior intellect is bound to win. Every racing man should do his best to win, and to this end should put forth all his powers of mind and body. So far we agree with Hillier. But, on the other hand, waiting races, as we have seen them in England, are a disgrace to the sport, and detrimental to its best interests. We don't for one moment wish to urge that a man should put down his head, and cut out the pace from start to finish at his best speed; but we do think that in long races no man should let his judgment so far get the better of his sportsmanlike feeling as to crawl round at a funereal pace for mile after mile. Each man should make a point of taking some of the pacemaking, cutting it out hot or otherwise, according to his judgment, but never allowing it to sink to a mere dawdle. It is the example of one or two cracks, who persistently refuse to make pace, and who will almost get down and walk rather than do so, which has made 'waiting' so fashionable in first-class scratch events. It is hard to expect one or two men to sacrifice themselves, and we really think some means should be adopted of compelling each man to do portion of the donkey work in long races, and for a good pace to be maintained throughout, always, of course, leaving plenty of margin for jockeyship—in the good sense of the term—and the full use of the judgment. Personally, we have suffered from these waiting tactics, and have even, on some occasions, been forced, unwillingly, into the ranks of the 'loafers.'"—*Irish Cyclist and Athlete*.

THE meeting at Buffalo this week of the Executive Committee of the L. A. W. will be an important one, as in a great many vital points the re-organization of the League will receive attention, so that recommendations can be made at the officers' meeting in New York next month.

WE were shown The Souvenir Book of the Ladies' Cape Ann Tour of 1887. It has a handsome water-color frontispiece, and contains the letter press as published in the *WORLD*, describing the tour. The photographs, some two dozen in number, were taken by Mr. Stall, and show the different members on their wheels, groups, and scenes along the way. The water views of the cape were particularly fine.

WE were with our associate editor the other day, strolling along the street, at peace with all mankind, having just disposed of a good square meal. We were expatiating on the beauties of some of those old-time high hall clocks, and expressed a desire to possess one for use and ornament in one of the numerous passage-ways of our palatial mansion. "Yes," quoth our associate, "I always knew you were fond of a high old time." \* \* \* The stars preceding this paragraph denote the crash and oblivion, and when we came to we heard the hospital doctor say, "His mind *may* not be permanently affected after all." 'Tis well, but there is murder in our heart, and it bodes no good for our associate when next we meet.

AT the residence of the bride's parents, No. 1203 Stout street, Denver, Col., January 14th, Mr. W. L. Van Horn and Miss Alice M. Knapp (sister of W. F. Knapp) were united in the bonds of matrimony. The ceremony was impressively performed by Rev. Dr. Moore, in the presence of the near relatives of the bride and groom. The bride wore a very becoming travelling suit of light drab. The happy couple departed on the Burlington train at 10 o'clock for Chicago and other Eastern cities. The bride, who formerly resided in Cleveland, Ohio, has been a resident of Denver about three years and has a large circle of friends who wish her much happiness. Mr. Van Horn is an energetic and well-known young business man of this city, and is a cyclist of renown. The "boys" all congratulate him on his latest conquest. Mr. and Mrs. Van Horn expect to return to Denver about February 1, and will be at home to friends after that date at No. 27 Third avenue, West.—*Denver Republican*.



## "GENTLEMAN JOHN."

AT LARGE.

NEW YEAR'S DAY in Scotland (as Kennedy-Child can tell you) is a day of great drinking. Every "other" man seems to try his level best to drink up "all the whiskey." He is not satisfied with an ordinary sore head; he wants to be carried home insensible. It is a common trick to take a comrade to the door of his residence, prop him up, and after ringing the bell violently, make an ignominious escape before the poor old wife or mother makes her appearance. This is the programme, if there is anyone sober enough on a New Year's night in Scotland to run very far or to assist a comrade home, when every one is sufficiently full of patriotism and has got tired of singing "Auld Lang Syne" (a song, by the way, in great vogue, and, pardon me, growing in popularity with inebriates), or "Comin' Thro' the Rye," or "For He's a Jolly Good Fellow," or "My Wife's Gone Crazy 'Bout the Jubilee," or any of the many choice sacred songs which people who are "na fou but unco happy" sing on a New Year's night in Scotland. And it is a great mistake to suppose that all Scotch whiskey is a high order of the poison; it is not. On New Year's Day there is a kind of "whiskey" sold over the bars which would kill an "Owl" or a "Raven," or any of the case-hardened creatures that write over fanciful *nom de plumes* for the cycling press, if they even smelled it. It is regular "record" whiskey, and makes people feel like getting up on a monument pedestal and telling the world that the editors of the *World* and G. L. Hillier had agreed not to square off at each other for the time of twelve months, which shows that there are some men in the world who have not a little of the Rider Haggard talent in them, which only needs a few facts upon which to found a ghost or a fish story.

BUT I was speaking of the whiskey. The brandy frauds have become a common topic of conversation. Mare brandy has become very scarce, most of what is sold being mixed with beet-root or cheap German spirit. Very often these latter are sold as Cognac, without any mixture at all. This is generally understood in France and Germany, and most people know what they are buying, and can take care of themselves, but extreme frauds are being carried on at the expense of English buyers of French brandy, who do not know so much about it, by sending over from this country as cognac spirits of an inferior and unwholesome character, made from potatoes in Germany, and which, if any one cared to drink it, they might do much better by buying themselves for what it is, and at its proper value. If this stuff were sent direct to England from Germany it would be suspected, and therefore the fraud is carried out in the following manner: A firm engaged in the brandy trade in London will have a branch house, or perhaps an agent, at Hamburg or some other place where this potato spirit is made. They do not send it direct to England, but get it sent to Bordeaux, or some other French seaport in its proper character, and apparently for consumption in France, but in reality with the object of concealing its origin, and enabling it to travel by land to the districts where cognac is still produced, and thence to some port well known as an export for brandy, whence, after a more or less long stay, it is sent over to the house in London as "cognac"; and great stuff it is, too, and makes people feel patriotic (at least I should naturally suppose it does).

THE Irish whiskey is enough of itself to account for the fact that Ireland wants "Home Rule." A man might want the moon or the earth or any other little thing if he'd only just drink a little too much of it. A man drinks the juice of old Kentucky, and he feels like putting his pants inside his boots and attending somebody's funeral and "painting things"; he drinks "Irish whiskey" and he wants "home rule" and some more whiskey; he drinks "Scotch lightning" and he sings "Auld Lang Syne," and makes himself comfortable under the table; but he drinks one of the thousand light drinks, he remains in full possession of his senses, of his money, and his character, and is just as much (?) respected as the fellow who is so dreadfully patriotic.

THERE is not a bad story told about a Scotch minister in the

Highland, who was entertaining a great many bachelor friends in his simple Celtic fashion at his "manse." The hour was late, and his old housekeeper came to him and whispered in his ear that it was simply impossible to find sleeping accommodations for use of the bachelors present. "Hoot, toot, Meg," said the old servant of God. "Gie them plenty of good Scotch whuskey, and they'll find beds for themselves."

It must not be for one minute supposed that all Scotch ministers are like this one. No. It would be better if there were more like him, with a little more sense of humor, and some of the milk of human kindness in them. Any one who has sat for two hours in a cold Scotch "kirk," and heard an unbending Calvinist of a Scotch minister preach "eternal brimstone," until the old men in the congregation dropped off to sleep, and the "bairns" threw spitballs at each other or yawned at the close of each of the minister's carefully worded sentences—any one, I repeat, who has done this, will admit that the man got a *wee bit fou himsell* was better than the pyrotechnic artist who spends his life in trying to make people believe that the life which is to come is to be a grand "Fourth of July," with lots of singed eyebrows and powder-burned fingers.

WHEW! Cycling, with the mercury at zero, and the wind howling at the rate of 25 miles in 61 1-5 minutes! Not much fun on the road. But what's the use of mentioning "zero," when I suppose in the "city of culchaw" you think it simply cool? But just bear in mind the fact that we seldom have it as cold as that, and you'll see that when it does get down to and under the mark we feel it; and then to have that New Orleans "Bi." ask if we call this winter. Why of course not, we call it summer, just to keep our marrow from freezing.

## "RATCHET."

ORATON HALL is well patronized by beginners just now.

THE Union County Wheelmen have lost a good man in the person of Tommy Burnett.

OUR Newark Polo Club went to pieces last week, having lost money right through. The Sing Sing team has been brought here to take its place, and will probably hold together about as long as the local team did.

THE concert given by the Columbia College Glee Club in Library Hall, Bloomfield, last Friday evening, was attended by a big crowd, and a fine little sum was thereby netted to the Bloomfield Cyclers. The programme was a carefully selected one, and all the parts were well rendered.

AT the request of the Bloomfield Township Committee, Town Counsel Richard is preparing a new ordinance forbidding the riding of bicycles on the sidewalks of the town. It would not be a bad scheme to spend a few dollars in repairing the beastly roads for which the town is notorious.

THE *American Wheelman* makes very nice little offers to Mr. Wells and Philadelphia riders, and now is the time to see if there is any grit in the "Quaker City." If Philadelphia can furnish grit enough to balance the blow of St. Louis, she is deserving of credit. Natural gas seems to be plentiful in the latter place.

THE *Wheelmen's Gazette*, under its present management, has made a change in tone regarding the amateur question, which will undoubtedly make Mr. Ducker feel sad—awfully. But, allee samee, the abolishment of the whole amateur business, and adoption of class racing and time limit, will, in my opinion, be only a question of time.

## PITTSBURG and VICINITY.

### "DUQUESNE."

THE whole town is training a little on the quiet, and away down in quiet Beaver Falls it is much the same. They say that Crichtlow has a complete gymnasium in his house, and will be in elegant shape (when the season opens) to knock out all aspirants for fame on the road or track. There are no flies on our John, and no dust on his spectacles either; he keeps too near the front for that.

COLEMAN, the child-poet, will ride a 45-inch wheel this year. He says that the coffee-mill is the machine, but poets are always impracticable fellows anyway. How should they know.

W. H. GILLETTE, the "wheelmen's actor," held the boards last week at the Grand Opera House. On Saturday evening, the 21st, Messrs. Seidell, Bean, Coleman, McGowin, Stiefel and Smythe occupied a box. They enjoyed themselves hugely, and would like to do it again this week.

T. B. LEE has amateur photography on the brain. He caught it from Seidell, who is a "photo-maniac." By the way, Seidell has the largest collection of cameras in the city (among amateurs), and wants to get rid of a detective camera and invest the proceeds in handle-bars. At present he only owns three, and wants to add one more to his collection. Card rates, Charles, fifty cents a line.

BANKER is thinking seriously of opening a store in the central part of the city about April 1. I hope he will, and predict success in case he does. This will give the boys a good "loafing place," and a fellow generally buys where he loafs. A bicycle store will be a genuine novelty in this town. Heretofore bicycles have been side issues, and only handled as auxiliaries to other branches of business.

## RECORD OF THE WEEK.

OUR usually sweet-tempered but enterprising friend of the *Spectator* waxed funny over our Amazonian travellers. Is there anything very strange about a couple of gentlemen of means and love of travel taking a trip up the great river? We don't pretend that we pay expenses, but we have made arrangements whereby the personal experiences on the Amazon will be served to our readers, the sweet-tempered *Spectator* man to the contrary, notwithstanding. Thomas Ingoldsby is the only one who describes the look of our *Spectator* cherub on reading that we had a couple of correspondents going up the Amazon:

"Astonishment, horror, distraction of mind,  
Rage, misery, fear, and ill-temper combined;  
Lip, forehead, and cheek—how these mingle and meet;  
All colors, all hues, now advance, now retreat—  
Now pale as a turnip, now crimson as beet!  
How he gasps in his seat in attempting to rise;  
See his veins, how they swell! mark the roll of his eyes!  
'A swindle by —!' what I decline to repeat,  
'Twas the name of a bad place for mention unmeet.  
Then, oh! what a volley! a great many heard  
What followed from his lips, and 'twere really absurd,  
To suppose that each man was not shocked by each word."

W. A. ROWE is now in his 23d year of age.

PARISIAN tradespeople use the tricycle extensively as a means of delivery.

THE pioneer rider of Lynn, Mass., was Mr. E. S. Freeman. He commenced riding in 1878.

PROBABLY June will be the month during which the next League meet will be held in Baltimore.

THE *Wheel* tells us that Mr. A. B. Rich will marry a Boston lady, and retire from the racing path.

IN some parts of Germany it is not an uncommon thing to see women doing duty as road menders.

MUNICH, Germany, has the largest number of cyclists of any city in that Empire. It boasts of 1500 riders.

THE drives of Fairmount Park, Philadelphia, were used nearly 25,000 times by cyclists during the past season.

MR. GEO. R. BIDWELL was in Boston last week for a few days on private business, and incidentally on League affairs.

THE Executive Committee of the L. A. W. meet in Buffalo this week; too late for us to get any report of for this issue.

NOTWITHSTANDING the increasing cycle manufacturing interests in Germany, the English machines still hold the lead in trade.

MR. EHLERT to whom it may concern: "Mr. McCurdy is a square hippodromer." That is a curious combination, isn't it?

THE *Lynn Bee* prints an excellent likeness of Rowe, and devotes nearly half a page to cycling history of records and celebrated racing men.

FOUR of the leading papers of Paris, *Le Matin*, *Figaro*, *Gil Blas*, and *La Lanterne*, use the tricycle extensively in the delivery and distribution of their papers.

JACK KEEN says he has invented a pedal that will make slipping an impossibility, and at the same time it will not hold the foot in case of a header or when dismounting.

\* THE little pamphlet issued by Senator Morgan, giving brief sketches of the members of his team and of Broncho Charley and Marve Beardsley, is an exceedingly interesting production.

WE hope to see the officers at the New York meeting take some decided stand looking towards the establishment of a Road Im-

provement Association, and that the League will hereafter make every effort to secure legislation, whereby the present systems may be improved and better highways result.

MR. WELLS says he means business, and will meet Greenwood on one of the DeSoto Hills, on Eagle Rock, or perhaps on Corey Hill. The details will be arranged by a Western friend of Mr. Wells'.

THE correspondence in the Whittaker-Roe-McCurdy affair will become as celebrated in cycling history as were the Fisher letters in the last Presidential campaign. Writing is a bad habit sometimes.

BOB EHLERT of Chicago has got into deep hot water because of his mix-up in the McCurdy-Roe-Whittaker affair. 'Tis said that Mr. Ehlert will leave Chicago in consequence of the unfortunate affair.

THE December number of the *American Wheelman* is still one lap behind old Father Time. If late, 'tis good. The "New Year's Vision" and the "Gifts from Santa Claus," being very clever indeed.

FRED WOODS' friends have raised a purse sufficiently large to pay his expenses home to England. The money was sent him a few weeks ago, and so now we expect to hear of Fred's return to Old England once more.

THE millenium has come!! Mr. Wells speaks words of praise for Mr. Bassett. Now if Hillier will only speak a pleasant word for America and Americans, we will at once put on our ascension robes and be all ready to go.

LATEST advices show that the chances were slim for a match between Kaufman and Maltby for the trick championship of the world. Our cablegram announces that the latter has left for America, hence we opine that the match is off.

IN reply to our sweet-tempered friend of the *Spectator*, we would say that "Linneus" is not on a strike, but will give us semi-monthly letters until spring bursts the bonds of the cruel winter; then we shall hope to have Linneus with us every week.

WE wish to congratulate the editors of the *Wheelman's Gazette* on their January issue. A brighter or more readable number never came out under its heading. The illustrations are good, and the reading matter is fresh, crisp, humorous and clever.

JULES TERRONT made very good time at the 100-mile race in Birmingham, England, last month. He covered the distance in the excellent time of 5.58.40, within about 7 minutes of the best in-door English record. Dingley holds the in-door record at 5.22.25.

THE Holyoke (Mass.) Bicycle Club are agitating the question of building a bicycle path from their city to Northampton, a distance of nine and one-half miles. This will be a good thing if carried out, as the only time we ever passed over that route we found the walking most excellent.

"THE editors of our esteemed contemporary, the BICYCLING WORLD, invites us to join forces with them, and 'fight' for class racing and time limit and 'nothing else,' that the dead sport of bicycle racing may be revived. We are willing to do all we can to revive a dying, not dead sport. But here is a brief summary of our views of the treatment: There should be four official handicappers in different sections of the country, instead of the present national handicapper, who is too far off from most race meet centres to be of service. Each competitor in a race should furnish on his entry blank his best record, his last effort and his best handicap effort; the data thus obtained will enable the handicapper to properly classify the men. Let us establish the time limit, if you will; but do not forget the short handicaps, say of one-half, one and two miles. The giving of very valuable prizes should be discouraged; the attempt to make very large profits from race meets should not be attempted; the admission fees should be reduced, in order to attract the public largely and to spread the sport. The giving of so-called grand tournaments should not be encouraged. They satiate, often nauseate the public; the roller skating craze rolled up to such mammoth proportions that it killed itself of its own weight; likewise the polo craze. Let us go ahead in the right direction, and nurture plain, ordinary contests between gentlemen.—*Wheel*.

## WHEEL CLUB NEWS.

THE Massachusetts Bicycle Club's annual dinner will be held at Young's Hotel this evening, Jan. 27. Hereafter this club will admit associate members on payment of \$10 yearly dues. Associate members will be allowed all the privileges of the club excepting use of wheel room, and they will not be allowed to hold office.

THE Pennsylvania Club of Philadelphia claims to have some of the fastest riders in the State, whether it be on the track or on the road.

THE Rockingham Bicycle Club of Portsmouth, N. H., has elected the following officers: President, C. A. Hazlett; Secretary and Treasurer, W. C. Walton; Captain, G. E. Philbrick; First Lieutenant, F. H. Ward; Second Lieutenant, C. W. Gray; Bugler, W. W. McIntire; Color Bearer, H. P. Montgomery.

THE following clubs will continue on the list of League clubs for and during the year 1888: New York Bicycle Club, New York City; Richmond Ramblers, Mansfield, O.; Grand Rapids Bicycle Club, Grand Rapids, Mich.; Olathe Wheelmen, Olathe, Kan.; San Francisco Bicycle Club, San Francisco, Cal.; Detroit Bicycle Club, Detroit, Mich.

THE Germantown, Pa., Cycling Club has these new officers: President, Frank Reed; Vice President, Dr. C. B. Knerr; Secretary-Treasurer, H. Taylor Rogers; Captain, George F. Craven; Club Committee, first three officers and Frank S. Harris and Edward Paramore; House Committee, Westcott Norman, Charles R. Harley and Charles Paramore.

THE Ramblers' Bicycle Club of Buffalo, N. Y., has elected the following new officers: President, John S. Kellner; Vice President, F. A. Barnes; Corresponding Secretary, Louis H. Rathmann; Financial Secretary, C. Wannenmacher; Treasurer, Al. F. Reiman; Captain, John Havenstein; First Lieutenant, Edward H. Dietzer; Second Lieutenant, W. O. Graham; Bugler, Louis A. Schugens.

THE Cambridgeport, Mass., Cycle Club has a committee at work arranging for an extended summer tour by the club through Vermont and Canada. It is intended to start from Cambridge, Aug. 12, pass through Fitchburg, Mass., Keene, N. H., Rutland, Burlington, St. Albans, Vt., and Phillipsburg to Montreal, Canada. Here the wheels will be left and a tour of Canada made by train. Returning to Montreal, the members of the club will take their wheels again and return to Cambridge. The trip will take about three weeks.

THE Cambridge Bicycle Club held its fifth annual ball at Union Hall, Cambridgeport, Friday evening. Music was furnished for the party by J. Howard Richardson. The attendance was large, although select, there being many guests from out of town. About 100 couples participated in the grand march. It was led by President H. W. Hayes and Miss Alice Dorr of Cambridge. The Committee of Arrangements consisted of H. W. Hayes and Frederick Dorr. Among the special guests of the occasion were Captain A. D. Peck, Jr., of the Massachusetts Bicycle Club; President A. W. Robinson, of the Rovers' Cycle Club of Charlestown; and Dr. W. G. Kendall, of the Boston Bicycle Club.

#### GENTLEMAN JOHN ON SOME WELL-KNOWN WHEELMEN.

You do not suppose I left New York without visiting some of the wheel notables? Of course I visited Editor Prial of the *Wheel*, and found him a very mild-mannered man indeed. Prial is a young man of say 24 years of age, and has brought the *Wheel* to where it now is by sheer hard work and perseverance. He has associated with him two bright young men, who attend to the advertising and mailing departments of the paper. His office is on the third floor of 23 Park Row, among the newspaper offices.

Mr. Elliot Mason I also met. Mr. Mason is well known in connection with Columbia bicycles, and his office is a favorite rendezvous for the gentlemen of the wheel craft. Mr. Mason is a *sure-enough* enthusiast on all matters pertaining to wheeling.

Whilst I was at Prial's place a gentleman walked in. He was a man whom I afterwards scrutinized very carefully. He wore a dark suit and gray overcoat, and a natty black slouch hat. He had a pair of gray-blue eyes and a short nose full of character, a nose that indicated determination. His face was ornamented by mustache, beard and whiskers. Who was it? Please don't all speak at once! He is a man whom we all know, and ought to honor and help for the good work he has done for us. It was

#### NO OTHER THAN "KARL KRON,"

who devoted several years to writing his "Ten Thousand Miles on a Bicycle," and will devote (so he says) the rest of his natural life to selling it. Boys, remember that Karl has worked hard for us, and do something for him. His book is a wonderful production. It is not every wheelman who would spend years of terrible work writing a history of roads and wheelmen and bull dogs; not by a D. S. It is only occasionally that you find a man who has perseverance mingled with the milk of human kindness in generous enough measure to enable him to devote years of patient labor to

such an undertaking. Karl is a queer chap. He has never wished to be known to the cycling world otherwise than through his wonderful book; he has avoided at all times parading his person before the wheel public; it knows him only through his work; and Karl is no "George Elliot." He has a good earnest face, the face of a tireless worker, the face of a man who had pitched headlong into a work which he felt bound to *see through*. But he has always disliked being stared at and pointed out as "Karl Kron." Even in his apartments in the University building in Washington Square he has done all he could to keep the curious from invading his sanctum. "It is easier," said Karl, "to keep a man out than to put him out, and I adopt the same precautionary and preventive policy toward the gaping and simply curious wheelman as I do to those foes of the human race, the average book agent, who, as a rule, is in search of something for nothing."

Mr. Elliot Mason was especially kind, and invited me to come and take a wheel whenever I wished to go for a spin.

I tried to see Frank Egan, the great and only Owl, but as my time was limited, I could not "make it," but shall see him when I return in the spring.

I am much

#### PLEASED WITH THE EASTERN RIDERS;

they are so much in contrast with some of the would-be "tough" riders of the Northwest, whose ideas of wheeling proprieties are largely those which characterize a cow-boy hoodlum at a "whoop-it-up-Eliza-Jane-dance" on a stock ranche. I have many friends in the Northwest, but I must confess that I have no time for the exhibitions of ill-bred, innate barbarism which characterizes too many Western wheelmen, alas! in their daily conduct. I make no sweeping assertion, but the man whom the cap fits, let him make no mistake; he is at liberty to wear it. The man who feels that he is a gentleman and above criticism need not feel at all offended, as my remarks are certainly not aimed at him.

I had intended seeing Mr. Theodore Roosevelt while I was in the city, but I learned that that gentleman was on one of his ranches in the West, so I lost another pleasure.

I was walking along a certain street in Philadelphia a short time ago, and

#### NOTICING A YOUNG LADY,

whose hair was of a peculiar order of brick tint, I turned (as does the average American citizen) to look for the "white horse," which seems to act as a sort of gaurdian angel to red-headed girls, but there was no horse in sight. I gasped for breath and wondered if it was too late to telegraph the phenomenon to the evening papers. I looked at my watch, it was 5 o'clock, and therefore everlastingly too late. Then I learned the truth. There was little traffic in the vicinity with the exception of the street cars, which were all *cable cars*; had they been *horse cars*, there there would have been no possibility of such a phenomenon occurring.

"They say," but confound it all, they say so many things, that W. L. Conkling of Spalding's Chicago store is going to go into training next year to beat Kennedy-Child in a tricycle race for world's record. With such men we might have some *exciting* races, or at least lots of fun, which is really the thing which makes life worth living.

When one goes up to "Karl Kron's" apartments in the University Building, the first thing that strikes one's notice (so said a wheelman yesterday) is one of those infernal gummed labels on Karl's door which Harry Etherington has pasted all over the globe. We all know how it reads, "*Wheeling, One Penny*." Go where you will provided, of course, that Harry has been there before you, and you see the little sign. Pullman palace car porters are said to have great trouble in removing these signs from the windows and sides of the car in which "H. E." has been a passenger.

#### THE LE FEURS IN ENGLAND.

##### Special Cablegram to the World.

LONDON, Jan. 24, 1888.—Le Feurs arrived. They leave at once for St. Thomas. I will see them if possible, and write. Maltby has left for the United States on steamer Chicago. MORGAN.

#### ENGLISH RECORDS.

THE Records Committee of the N. C. U., at a meeting last week, passed the claim of Mr. G. P. Mills to the one hundred miles tricycle record (road), 7 hours 46 minutes 33 seconds, made on the 24th of September last, in the N. C. R. hundred miles road competition. The claim of C. W. Brown to record for same distance, made on October 21st, was not allowed, as the evidence concerning it was not considered sufficiently satisfactory.

# 1888 NEW MAIL!

LOOK · OUT · FOR · IT. READ · THIS · CAREFULLY.

No Higher Grade. No more successful wheel ever appeared in the market than the NEW MAIL LIGHT ROADSTER brought out by us last year, of American Manufacture. All Parts Steel Forgings and Strictly Interchangeable. **THE ONLY WHEEL** having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one-half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's NEW MAIL, and as they are the opinions of well-known, and many of them hard riders, Stronger Evidence of the Merit of a Wheel Cannot be Offered. ⚡ Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically, that the true MERIT of the Trigwell Patent may be clearly understood. We wish to impress these facts: That

We control the Trigwell and others **Cannot Use It**. That the Trigwell is the Only Ball Head confining the balls. That we were the **First** to adopt the Ball Head, and hence have had the most experience with it, and we **Declare** the Trigwell, which we have used two and one-half years, a **Magnificent Success**. Simple for repair, in case of accident, and more durable than the cone. The best proof of this success is our declaration for the coming year **We Do Not Alter the Head in a Single Detail**. Every part has been **Dead Right**, and no change required. ⚡ Don't book your order for a new mount till sending for Descriptive Catalogue of New Mail, out February 1st. Send you name **Now**. Good Agents wanted in every town. Our former agents requested to write us **At Once** if wishing to continue, and book their orders for early deliveries.

Price \$5.00 Less Than Last Year. Can Now be Seen at Our Warerooms.

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The COVENTRY MACHINISTS' COMPANY  
LIMITED.

Our Catalogue for 1888 is in preparation, and a copy will be mailed to all who will send us their name and address on a postal card.

It will contain full particulars of the Club Cycles:

Marlboro' Club Tricycle, Marlboro' Club Tandem, Swift Safety.

239 COLUMBUS AVENUE

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BOSTON, MASS.

When we are compelled to use racing wheels to make records,

**WE SHALL SAY SO,**

but so far our ordinary road machines seem to be

**SPEEDIER,**

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

**350 1-2 Miles in 24 Hours,**

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

**323 \* MILES \* IN \* TWENTY-FOUR \* HOURS.**

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.


Add to this Dingley's track record of

**100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,**

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

**G. & J. BALL BEARINGS.**

 Catalog cheerfully mailed on application.

**Gormully & Jeffery Mfg. Co.,**

**CHICAGO, - - ILL.**

 Largest Manufacturers of Cycles and Sundries in America.

## OUR ANNUAL STROLLINGS.

It is about a year ago since we took our first systematic strollings among the trade, so that our readers would be kept posted as to what was going to be done and presented in the way of novelties by the manufacturers, importers and dealers. We started out one day last week to have our annual talk, and the first place we struck was the office of

## THE SPRINGFIELD BICYCLE MANUFACTURING COMPANY.

We marched up the iron spiral staircase to the newly-fitted up room of the company, in the second story of No. 9 Cornhill, and we found the entire floor, extending from Cornhill to Brattle street, arranged in the most convenient manner. The end with large window facing on Brattle street has been neatly railed off, and within the enclosure thus made are the desks of Mr. Yost, Mr. McCune and the book-keepers. The rest of the large room is fitted up with shelves, counters and show cases, containing parts of the Springfield Roadster and bicycle sundries of every description. We found Mr. Yost with two big baskets of correspondence, through which he was laboring, but on stating our mission, the gentleman settled back into his chair,

## RESIGNED TO THE INEVITABLE.

We give the result of our interview: "Prospects could not be better," began Mr. Yost, "and now we can safely say we are fairly launched, and we are backed with as fine a body of agents as can be found in the land. As the readers of the WORLD have already been informed we have secured the services of Geo. M. Hendee and Mr. W. S. Doane as travelling salesmen. Mr. Hendee has done splendid work in the South, and he is now putting in excellent work in New York State. Our corps of agents includes the following in the principal cities: Merwin, Hulbert & Co., New York; C. F. Stokes, Chicago; E. C. Meacham Arms Co., St. Louis; T. B. Rayl & Co., Detroit; F. B. Smith, Canton, Ohio; Davis, Hunt & Co., Cleveland, Ohio; and E. T. Allen & Co., San Francisco. Mr. McCune, the President of the company, has just made an extremely successful trip through the middle Western States; he has now returned, and is devoting his time and attention at the factory. We have proved the wisdom of working up a Southern trade, as our

## ORDERS FOR MACHINES COME RIGHT ALONG,

notwithstanding we of the East and North are snowed under. We have already received quite a number of orders for our new ball-bearing machine [description later—ED.], and, in fact, since we have made the announcement that we should make a ball-bearing machine, our orders are about even as between the 1887 and 1888 patterns. We are pleased beyond expression at the manner in which our wheel has been received by the riding public during the past twelve months, and with the organization we have and the reputation the wheel has secured, we are laying out for a smashing trade during the season of 1888."

Mr. Yost then showed some of the "special" sundries that they deal in. The first thing he showed us was the Springfield Roadster duplex and single whistles. The tones produced by these whistles is exceedingly soft and musical. The single whistle is

## SO EASY TO BLOW

that loud tones can be produced by breath from the nostril! They are not discordant screamers, but are pleasant in the quality of sound produced.

"Here is something," said Mr. Yost, "that takes the biscuit," and he produced a bottle of enamel. "It is the toughest, most elastic enamel in the market, and as a test I have put it on my shoes, producing a splendid lustre, impervious to water, and as tough as rubber. It is very easy to apply and very quick to dry, not more than fifteen to twenty minutes being required, so that the article coated can be used." We were then taken across the store to

## A SIX-FOOT DUMMY,

clothed in what appeared to be a fashionably cut sack, vest and knee breeches. "This is my patent," said Mr. Yost, and he proceeded to show how the coat and vest were all one piece. It is one of the best garments we ever saw for a cyclist, as it has all the dressy appearance of a regular coat and vest, without the weight of the two garments. The breeches are made without any seam on the inside of the leg, the seat is also seamless, a wonderful anti-chafing arrangement. They can be made with "flap front" or the ordinary button fly, and can be held in place by belt or suspenders. It is a neat, well-fitting suit, and the price, \$13.50, cut from cloth as per sample suit, is amazingly low. If the pocket book of the buyer will warrant a higher figure, it can be increased by more elegant make-up and more expensive cloth. This suit is worthy of more than a passing notice by those who are about to fit out for the season of 1888, and we would recommend such to send to the Springfield Bicycle Co. for cut and description of the suit.

"We keep a full line of all the small parts of our bicycle on hand, so that we can replace any part at a moment's notice, from the stock you see before you. We have also a full line of shoes, cyclometers, and sundries of every description." Thanking Mr. Yost for his information and courtesy, we took our departure impressed with the cheerful and splendid outlook for the Springfield Bicycle Co. for 1888.

## A SCANDALOUS AFFAIR.

THAT is an exceedingly savory morsel of intelligence served up by the Chicago *Inter-Ocean* in regard to the late Whittaker-McCurdy fiasco. That paper names Mr. T. Eck as their authority for the following: "He (Mr. Eck) denounces W. G. Davis as a trickster of the worst kind, and says that prior to the race he agreed to sell out Roe by dividing the money that had been given him to bet by the latter with Tanner before the race was run, and putting up worthless checks in their place. That Roe had good reason to believe he had a sure thing in backing McCurdy is shown by the following agreement entered into by Whittaker before the stakes were put up in the hands of the stakeholder:

NICOLLET HOUSE, Dec. 5, 1887—I do hereby agree to lose the race to be run between A. A. McCurdy and myself for the sum of \$——, to take place. S. G. WHITTAKER.

Witnesses: W. G. Davis, A. A. McCurdy.

It was Eck who on the afternoon that the race was to be run discovered the fact that emery had been placed in the oil used on Whittaker's wheel, and it was at his request that the race was postponed until later in the evening. That Whittaker knew the emery had been used cannot be doubted in the face of the agreement, and had the race been ridden then and there the Minneapolis party would doubtless have been the losers. Eck's prompt action at that time saved them their money, and it was the fears of the Chicago party that Whittaker had been fixed between the afternoon and evening that induced McCurdy to refuse to ride that same night. The biters in this case were evidently bitten, but what action the League will take in regard to Whittaker and McCurdy remains to be seen. In the meantime Ehlert is on the war path, and some interesting developments may be looked for from him in the near future."

We cannot see what the League has to do with the case in hand. McCurdy claims that Whittaker put the emery in his own bearings, and then tried to make it appear that the McCurdy party did it. This Whittaker denies and says:

"I never sold out to Mr. Roe, as the papers state, nor did he ever ask me. We, McCurdy and myself, never put up a cent with Col. Tanner. I will explain everything: The race was a fraud if ever there was one, as there was not a cent of money put up by my backers. There was \$8000 up, and that belonged to Mr. Roe. The other gang simply took that money and bet it over again. I had a contract, but it was with Wood and Tanner, to win the race and receive \$2500. Now, what I want to say is that the race has never been run because I did not ride at all, and consequently could not have won the race. Besides, I never got a cent out of it; Tanner, Wood and the rest of them have all of the boodle."

Then Mr. Roe, the unfortunate dupe, puts in his say as follows: "What Whittaker says is correct. I'll acknowledge that I have been played the sucker to a certain extent and am out the \$8000, but it remains to be seen whether I shall play 'sucker' long. I think I shall soon be able to demonstrate that 'he who laughs last laughs best.' There never was a race, and I don't see how those people could either claim or carry off the stakes. They have got the money, of course they have, and I have a sheriff after the cute Mr. Wood, of the Bodega. It doesn't make a bit of difference who has the money, Col. Tanner, Tom Eck or Steve Carlisle. Any of them can serve a term in the penitentiary if they wish it. If I haven't enough money here I know where I can get it. It was a skin game all through, and those fellows never had a cent up. I can also bring positive proof that my money was all divided up beforehand, each one taking the amount they were to have."

The same paper interviews a "prominent wheelman," who is reported as delivering himself thusly on the pretty affair:

"When the race was first arranged it had a crooked appearance on the face of it, to say the least. In the first place no one ever imagined that McCurdy, who was easily defeated by Ehlert, our Chicago crack, a few years ago, had the ghost of a show with Whittaker, and Mr. Roe must have been aware that there was a nigger in the wood pile when he was willing to find backing for McCurdy to the extent of \$8500. It was already the firm belief of Whittaker's friends that it was on the square, and they, therefore, had implicit confidence in him. The cause of the trouble seemed to have been this: The McCurdy people, knowing that their man could not win, left no stone unturned to get the stakes, and it is stated on good authority, that their scheme was to dump the Minneapolis backers of Whittaker from the start, thinking that they could buy the latter off

when the time came. Failing in this, they evidently tried to fix his wheel, and with what result you well know. The tactics of some of our wheelmen are a disgrace to the fraternity, and the result of this race is another severe blow to professional bicycling."

All of which is a blot on professionalism and a disgrace to the sport.

### THE COUNTRY ROADS.

#### DEFECTS OF THE ROAD LAWS. ADVANTAGES OF GOOD HIGHWAYS.

WILLIAM H. GOLDSMITH of Waverly, Essex County, New Jersey, writing to the *Country Gentleman* on the question of roads, gives some facts and observations of general interest. He says that having served as roadmaster for several years, he has arrived at the conclusion that hardly two men in a district agree as to the best way of working the roads. Nine out of ten have never made any study of the subject, and yet they feel perfectly competent to advise the roadmaster, and think he is wasting the public money if he does not follow their advice. There is plenty of law to make good roads in almost any community, if it were honestly followed, and of what good is it to make new laws if those we have are not enforced?

In this State (New Jersey) our general road law was enacted forty-one years ago, and has been supplemented by so many special laws that it would require a talented lawyer to keep track of them. One of the best supplementary acts was passed by the Legislature in 1886, as follows:

"That at the election provided for in the act to which this is amendatory, the legal voters then and there assembled, may in their discretion, determine by vote of three-quarters of the voters voting at said election what particular road or roads or parts of the same within said district shall be macadamized or faced with stone, and also fix the sum of money to be expended within such district for such purpose, and the purpose of keeping the roads in such district in repair during the ensuing year, and the sum so fixed shall be in lieu of all other road taxes in such district; and within five days after such election the overseer shall give notice to the assessor of the township of the sum so fixed, who shall assess the same upon the taxable property within such district, and the same shall be collected as other road taxes are collected, and paid over to the overseer of such road district for the purposes provided for in this act; and for assessing and collecting of such tax the assessor and collector shall be entitled to receive out of the money so assessed and collected the sum of five cents for each and every name appearing on the assessor's duplicate of said assessment."

"A great advantage of this act," he claims, "is that it brings the raising and expenditure of funds directly under the notice of those interested, and if they are indifferent or careless they have no one to blame but themselves."

"The voting at all road meetings should be confined to those who pay the tax, for I have seen the privilege grossly abused in several instances, where, on account of hostility to an overseer, voters paying no tax and having no interest whatever in the roads, were gathered at a meeting purposely to defeat him, and in one case that came under my observation, the defeated party paid more tax than all the rest of the voters."

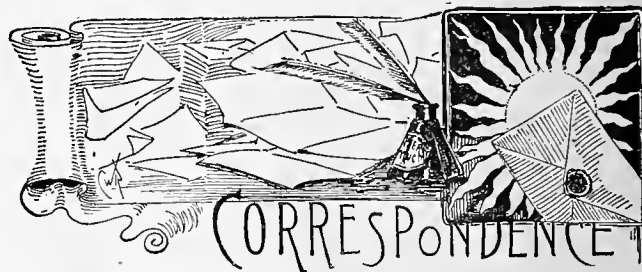
To show the need of more interest in the matter, rather than the enactment of more laws, he states that in his township, one of the districts containing nearly two miles of roads, through the efforts principally of two residents, nearly three-fourths of the roads in the district have been macadamized with stone bought by the pound and carted five miles, and the same proportion of the sidewalk graded and covered with coal ashes in the last four years, with the ordinary appropriation and what said residents have contributed; and in one or two years more, at most, under the same management, all the roads in said district will be finished in the same way, while in adjoining districts, with the same rate of assessment and a larger sum in proportion to length of roads, there is not a rod macadamized, and the money all frittered away in temporary patching at exorbitant wages. Another advantage to the improved district is that after the whole is macadamized, the voters can take advantage of the act above quoted to reduce their tax two-thirds, if not three-fourths, as I think it will not require more than that amount to keep the improved roads in repair. The wear is much less on them than on ordinary earth roads, from the fact that said wear is more from the action of frost and water than from travel, and the hard surface sheds off water which does not wash them into ruts or soften them for wheels to cut into. Still another benefit was shown in this district within the past fortnight, where a piece of property was sold at a good price from the fact that there was a road from it to the city of Newark, which decided the purchaser in his choice between that and others that were offered.

Mr. Goldsmith refers to Mr. Stahl's suggestion that "the funds

be used to put a small piece of road in complete order, rather than to expend them over a longer distance." He says he has heard the same suggestion from others, and asks the pertinent question as to, "What is to be done with the rest of the road in the meantime? It may become impassable," and thinks that a better way would be "to buy some of the improved machinery made for the purpose, and keep the general roads in repair at less expense, and thereby save part of the funds for permanent improvement, which plan I have seen adopted with success."

In summing up he says: "Cannot some of our 'land grant colleges' make a brief specialty of ordinary road making, giving some of the most important elementary requirements for the same to be published for the benefit of the agricultural community, and I might say for law makers as well? Such a work, if it stood practical test, might be used as authority to decide the differences of opinion on the subject that now so often arise."

Judging from my experience in draining land, I have often thought that underdraining is not used to the extent it might profitably be in making roads, not only in springy land, but in heavy land with compact subsoil, when in the spring of the year, and during spells of wet weather, when evaporation is slow, the soil requires a long time to dry out, the roads in the meantime wearing into ruts and holes. The drain would keep the soil above them dry enough to quickly absorb the rains and melting snow."



### THAT CASE OF McCURDY'S.

*Editor Bicycling World:* Referring to the account of "Verax" in the *American Athlete* of McCurdy's behavior here, I would state that it was correct in every particular, except that it did not give the full amount he tried to beat the hotel out of, which was \$56. As a matter of fact he did not exaggerate his disgraceful conduct in the least, but rather toned it down. He only settled with me when threatened with immediate arrest, and even then he did not pay full.

Yours, etc.,

Mrs. M. BENSON,

Chicago, Ill.

Proprietor Hotel Shelburne.

[It will be remembered that a couple of weeks ago we commented on the case and the rumors at that time which had reached our ears. At that time they were mere rumors, and we felt, in justice to Mr. McCurdy, he ought to have a chance to be heard from. We have had no reply from him, but we received the above, over the signature of Mrs. Benson. Comment is unnecessary, the charge is direct, and places Mr. McCurdy in anything but an enviable light before the cycling and general public.—Ed.]



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MR. EDWIN OLIVER has made a sort of triumphant progress through the country. All our exchanges and correspondents at hand chronicle the advent of Mr. Oliver in their several cities. It

becomes our pleasant duty to record his arrival in Boston last week, Thursday. He is here in the interest of the Gormully & Jeffery Mfg. Co., and the result of his visit will no doubt be shown in the increase of their agency crop in this section.

The stir of preparation for the coming season is already felt. The manufacturers and dealers are already sending out their travelling men, and with Corey, Overman, Hendee, Oliver, and Doane on the war path, things will begin to move, with a vengeance, soon.

"The tricycle is always at the door for an errand to market, a call on a friend, a spin for pleasure, or a journey to the next town. And where is the horse that, driven by his mistress, can be counted for a uniform speed of eight miles an hour, with a possibility of ten or twelve on fine roads?"—*Scientific American*. That's just about the size of it, and the sooner the public allow themselves to be educated to the fact that the wheel is really a practical vehicle, the sooner shall we arrive at the period when cases like the Mobile shell road will be unknown.

The New Mail for 1888 is announced, and the new crop already can be seen at Wm. Read & Sons. It is spoken of as a daisy. The Ball Head is its main specialty, and seems to have gained great favor with wheelmen, though the strengthened back-bone and forks and very strong rim are important and good features. This wheel has certainly earned its place at the top, and its success last year was great. Wheelmen should see them. The price is \$5.00 less than last year.

HENDEE paid Pittsburg a visit to show the beauties of the Springfield Roadster. It surpassed expectations, and was generally liked. Banker will handle it this year.

A WRITER to the cycling press avers that cycling produces knock-knees. From our personal observation we think just the reverse. It is not often that we see a man ride with the knees well bent in, "rubbing the forks;" on the contrary, we have often taken occasion to decry the tendency of cyclists to ride "knees and toes out," a form that is awkward and wasteful of power. The proper form is to have the leg absolutely straight, neither bent in nor bent out.



THE AMERICAN RAMBLER.

WEIGHT with all on, 44 pounds. Price, Standard Finish, \$120; Half Nickered, \$135; Full Nickered, \$140. If desired with nickel spokes in the standard finish or half-nickered machines, additional, \$2.00.

"We do not care to be original for oddity's sake," said a representative of the Gormully & Jeffery Mfg. Co., "but neither do we believe in following blindly the lead of other makers because the form and type are accepted ones. We have aimed to secure as comfortable, strong and yet light a machine as skill can devise. We feel content in the result which we present to the riding public under the name of the American Rambler. We have not ignored the good qualities to be found in other rear-drivers, and we have at the same time been careful to avoid their defects. A curious coincidence was that a writer to the *Cyclist* a week or two ago described his ideal machine, and in doing so he gave all the points we

have embodied in the Rambler, with the exception of the spring joint in the frame. The Rambler is a very steady and rigid steerer."

We append the description in conjunction with cut:

**WHEELS**—The American Rambler is made with a rear wheel of 30 inches in diameter, having a 7-8 semi-hollow rim, and lightest grade Para rubber tire firmly cemented in by our newly patented process, which admits of its being removed and replaced readily.

The front wheel is of the same construction, but carrying very much less of the rider's weight than the rear wheel; it is four inches smaller in diameter, and has a one-eighth inch smaller tire, thus reducing both length and weight of the structure.

**SPOKES**—Direct, as this firm believes that for small wheels these are better adapted to withstand continuous rough usage and are easier to repair in case of need.

**BEARINGS**—Each wheel runs on Smith patent ball bearings of ample size for strength, and yet small enough to produce the least amount of friction.

**FRAME**—The entire frame is made of the best quality of imported and weldless steel tubing, carefully formed and shaped so as to combine lightness and strength. The fork turns in a socket-head of very great length, and has an original arrangement or device, which, while allowing it to turn with great freedom, assists very much in preserving the position given it by the rider in guiding it over rutty surfaces. The rear fork is connected to the main frame at the crank axle, and here also is located a yielding or elastic joint which absorbs nearly all the vibration caused by car tracks, cobblestones or curbs, and prevents it being communicated to the rider. The forward portion of the frame is also a departure from the stereotyped forms, and it is claimed it not only diminishes the weight and increases the stability of the frame both vertically and laterally, but adds much to the general beauty and symmetry of the entire design.

**ADJUSTMENT**—The seat is adjustable, backward and forward, and also in height, making it suitable to the requirements of all ordinary riders, so that only one size is needed. If, however, a rider with much shorter or longer limbs than the average should desire a greater vertical adjustment than is provided, it will be furnished without additional charge. The handle-bar is adjustable in height and of our standard rams-horn pattern, which has been found to be particularly well adapted to this machine, as it gives the hands and arms a more natural position and a better opportunity to exert power than any other bar, but is interchangeable with any other type at the desire of the purchaser.

**CRANKS**—The six-inch Champion cranks and the regular Champion ball pedals are used. The crank shaft turns in ball-bearing cases, as also do both wheels, the machine therefore having balls to every bearing.

**BRAKE**—A powerful brake is provided at the rear wheel.

**FINISH**—The standard finish is the same as on all the Champion bicycles, nickel and enamel of the best quality procurable covering the steel.

#### GORMULLY & JEFFERY'S NEW HOLLOW RIM.

"How did you happen to call me 'Happy Ned Oliver?'" quoth that worthy, as he stepped into our office the other day, after mutual greetings had been exchanged. "We don't know how we got on to it," we replied, "but it fits, and hereafter 'Happy' you are 'nilly willy.'" After disposing of this important subject, Mr. Oliver produced a bicycle hollow rim, made and shaped out of the cold steel. We were requested to put it to test as to its strength. It was pulled and pressed with all the power we possessed, and in every conceivable way we could devise, without being able to spring it one bit. Then it was banged on the radiator with no other result than to start thenickel.

By the way, we want to speak of that nickel; we never saw better and never saw a smoother surface than that rim presented to nickel upon. "How is the rim made?" we asked. "Ah, how? You find out," said Oliver, and so we forthwith set the mechanical part of our brain to work. We noticed that the rim is made of two parts and that the edges are formed in such a way that double thickness of the steel is presented to withstand the liability to indent by blows from stones, etc. The inside is of very deep section, and was not placed in position until the outer section had been drilled and the headed spoke nipples had been placed in position. This gives the inner section of rim without holes, and consequently makes the construction very strong. For two years, Mr. Jeffery, the patentee of this rim, has been at work trying to perfect a machine that would roll cold steel of fine temper into rims; he has just achieved this, and the rim shown is the product. The rim as it comes from the machine is a perfect circle, and so does not need truing when spokes are put in. The successful forming of the rim from steel in its cold

state produces the very strongest results, and that this rim is strength itself we have had ocular and muscular demonstration. These rims are made under Mr. Jeffery's method and patent, and will be used on the Champion Light Roadster for 1888.



THE VICTOR LIGHT ROADSTER,

WHICH is represented above, needs no introduction to riders of high grade bicycles. It has a reputation among riders as an excellent coaster, hill climber and all round roadster, of which the Victor people may well be proud. No greater strain is put upon a machine than in hill climbing, and not only is it a test of the durability of the work, but it is also a test of the running quality. A clumsy machine is a hard hill climber.

Forgings, and nothing else, are used in the construction of the Victor, and it is guaranteed that the machines of this firm's make contain absolutely no cast metal. Steel dies are used to form and forge each and every solid part of the machine.

SPINES are of inch-and-a-half weldless tubing, a large section, to give rigidity and strength. The rear fork is made straight, instead of curving back, in order to carry the step a proper distance from the front wheel.

FRONT FORKS are of weldless steel tubing, with closed, dust-proof head. The ball-bearing case is attached to the fork, so that the fork rests directly on a shoulder each side of the ball-bearing case.

HUBS.—The front wheel hubs have flanges pinned to the axle and brazed to a shoulder, thus making it absolutely impossible to loosen the axle in the flanges. The small hub is one solid steel forging, making it a very light and strong hub. Felt washers are used on this to make it dust proof.

In small matters as well as large the critic of the Victor Light Roadster will find that vigilance has been shown in consulting the needs of riders. Heretofore dust-shields have rattled, and there has been no means of oiling the lower step in the steering head. The dust-shields are attached rigidly to the swivel-head, and cannot rattle, and the lower step is oiled by throwing the back-bone to the extreme right, thus opening up a hole which leads directly to the lower step, which is closed except in this position.

THE HANDLE-BAR is made of weldless steel tubing, tapered and curved, giving it a graceful appearance and great rigidity. The tip to which the handle is attached is formed by drawing the tubing down instead of attaching a separate piece, which is liable to break.

THE HANDLE is solid, black, vulcanized rubber, which will be found very strong. The spade handle is used, as it is the one most generally demanded.

THE TIRES are made a special feature. Compressed tires have been used by the makers of this machine since 1882, and as attached by their perfected process have proved entirely satisfactory.

THE SPOKES are true tangent, and the Overman Co. claim that this is one of the reasons why the Victor bicycle climbs hills so easily. In all wheels fifty-four inch and under, we use seventy-two spokes; fifty-six inch and above, eighty spokes. Small wheels all have twenty-four spokes. All spokes are tied with steel wires at each crossing and soldered, and attached at the rim by means of long nipples, having fifty-six threads to the inch, and counter-bored, so that the strain on the spoke will not come on the thread but on the full-sized wire.

THE STEERING HEAD is made with hardened steel cones, polished as smooth as glass, and so fitted that they can be easily oiled. This company does not believe in a ball head for ordinary bicycles. They say: "It introduces complication and multiplicity of parts and weakens not only the head but the swivel. The motion at this point will not average more than one-fifth of a circle, consequently the balls are worn in spots only and are not constantly trued by complete revolutions as in ball-bearings in other parts of the machine."

CRANKS are made with two holes instead of slots, broached out, and broaching is expensive work, this is done because, as the pedal pin exactly fills the hole in which it may be set, the strain is thrown on the crank which is stronger and better able to stand it than the pedal pin itself, and also to insure uniformity of throw, as by observation it is found that where riders use a slotted crank they set the pedals by guess, and almost invariably are found to use one longer than the other. This breaks the rhythm of the pedaling. If riders should not accept this theory they have only to file out the web between the holes and have the old-fashioned slotted crank. Riders may have a choice of three different lengths of cranks, each having two throws as above noted. Cranks are keyed with round taper pins.

PEDALS.—The square rubber ball pedals have, during the past two years, continued to grow in favor, and are more generally used than ever. Their great success is due to the feature of automatic adjustment to the curve of the foot, which is the result of the square rubber used. This prevents slipping the pedal, and makes the square rubber pedal as safe as a rat-trap without its discomforts. All Victor cycles are furnished with square rubber pedals. The Overman Wheel Co. were the originators of this class of pedals, and are the only makers who present this device with none of its merits omitted.

THE SADDLE is the connecting link between the rider and the ridden. It is expected to be comfortable, to be in all parts pliable, to absorb by its spring the jar of the wheel, to be easily adjusted to take up the stretch of the leather, and, most important of all, to be easily put on and off without tools. All this is provided for in the Victor swing saddle. The jar of the machine wears itself away in passing through the long coils of the spring, and by its peculiar construction it has a fore-and-aft swing, which cushions the jar that might otherwise cause a header. The leather seat of the saddle is as easily put on and off as one's hat, it can be taken off at every stop, thus keeping the seat dry and effectually locking the machine, as it cannot be ridden without the saddle. Also its construction admits of any required tension.

THE STEP.—This machine is furnished with a light, adjustable step, which can be placed wherever the rider wishes; or left off entirely. The teeth which prevent the slipping of the foot from the step, are carefully turned in to prevent the possibility of their catching and tearing the clothing.

FINISH.—The machine is furnished in two finishes. Standard, with spokes, rims, backbone, and fork-sides in Harrington's black enamel, and all other parts nicked on copper. Extra, all nicked on copper, except rims and spokes, which are finished in Harrington's enamel. For this latter finish an extra charge of ten dollars per machine is made.

With regard to weights, the fifty-inch Victor Light Roadster, with saddle and pedals on, ready to ride, weighs thirty-eight pounds; other sizes in proportion. These weights the company consider as light as it is safe to make for American roads, and while the machines are light, they are so strong and rigid that the makers do not bespeak for them light riders and good roads. They are built for use on the average American road, and will be found thoroughly staunch and reliable.

Price for a fifty-inch, standard finish, with nicked B. & S. wrench, nicked spring top oiler, tool bag and tools for adjusting head, \$125.

#### RECENT PATENTS.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston,—

No. 373,570. Velocipede, Geo. Singer and R. H. Lea, Coventry, Eng. Patented in England. A tricycle axle.

No. 373,850. Velocipede, H. M. Pope, Hartford, Conn., assignor to Pope Mfg. Co., Portland, Maine. A tricycle axle.

No. 373,980. Velocipede, David Horn, Cartersville, Ill. A tricycle.

No. 374,287. Bicycle step, Thos. Benfield, Newark, N. J. An automatically folding bicycle step, adapted to adjust itself to a vertical position when the foot is removed therefrom.

No. 374,542. Velocipede fork, John Knous, Hartford, Conn., assignor to Pope Mfg. Co., Portland, Maine.

No. 375,176. Tricycle, Arthur E. McIntee, Brooklyn, N. Y.

No. 375,707. Velocipede, H. J. Hudson, Blackfriars Road, County of Surrey, Eng., assignor to Pope Mfg. Co., Portland, Maine. Relates principally to the saddle-clip and seat spring.

No. 375,714. Velocipede, H. M. Pope, Hartford, Conn., assignor to Pope Mfg. Co., Portland, Maine.

A copy of the specification and drawings of any one of the above patents will be furnished on receipt of twenty-five cents (the government charge) by Mr. Williams.

## REPAIRING, NICKELING and ENAMELING with HARRINGTON'S celebrated ENGLISH ENAMEL.

We are the only house in the United States using the English process of stoving enamel. Send your Bicycle or Tricycle to us NOW for repairs, and avoid the rush when the riding season opens.

A large stock of second-hand machines for sale. All Grades, all Makes. Send for List.

**W. B. EVERETT & CO.,**  
6 and 8 Berkeley Street, - - - - - BOSTON, MASS.

# ERRATA.

During the month of December, 1887, a ridiculous mistake crept into our advertisement in this paper giving the 10-mile time of Oxborrow and Allard on a tandem as being 72 min. 56 sec.

## The Correct Time is 27 Min. 56 Sec.

**CUVENTRY MACHINISTS' COMPANY, - 239 COLUMBUS AVENUE**

### PUBLICATIONS

FOR SALE BY

**Bicycling World Co.,**

No. 12 Pearl Street, Boston.

THE BICYCLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmev and C. W. Nairn. \$2.50 per year, including postage.

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SAFETY INDISPENSABLE. By Henry Sturmev. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885.

THE INDISPENSABLE BICYCLIST'S HANDBOOK. Illustrated descriptions of 350 different varieties of Bicycles. 400 illustrations. Price 50c., postpaid.

CHRISTMAS NUMBERS. The Christmas numbers of the *Cyclist* are profusely illustrated, and filled with entertaining reading matter. "Cycledom," and the current number, have made a furore in the wheel world. We have a few copies left. 40 cents.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents.

## THE BICYCLING WORLD Job Office.

Estimates made on all sized jobs from a Business Card up to a Full Catalogue.

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"The Most Comprehensive Cycling Catalogue Published."

60 PAGES, 40 ENGRAVINGS.

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**THE**  
**COLUMBIA CATALOGUE**  
**FOR 1888.**

**Now Ready.**

**FREE BY MAIL UPON APPLICATION.**

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**POPE MFG. CO.** { PRINCIPAL OFFICE, 79 Franklin Street, Boston.  
BRANCH HOUSES: 12 Warren Street, New York; 291 Wabash Avenue, Chicago.

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**The Rudge Agency.**

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The Rudge Agency, recently relinquished by Messrs. Stoddard, Lovering & Co., will be continued at the same place, 152 Congress St., Boston, Mass., by

**H. M. SABEN,**

who has been actively connected with the agency during the past two years.

The 1888 Rudge Catalogue is now in press.

FOUNDED  
THE  
1878

# BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday at No. 12 Pearl Street

\$1.00 a Year.  
5 cents a copy.

BOSTON, 3 FEBRUARY, 1888.

Volume XVI.  
Number 14.



CYCLING IN AMERICA HAVING PASSED ITS PIONEER PERIOD, THE QUESTION NOW IS NOT, "SHALL WE RIDE WHEELS?", BUT, "WHAT WHEELS SHALL WE RIDE?" THIS QUESTION HAS BEEN DECIDED TO THE COMPLETE SATISFACTION OF A LARGE PROPORTION OF THE WHEELMEN OF THIS COUNTRY BY THEIR EXPERIENCE WITH THE VICTORS, A LINE OF WHEELS OF THE HIGHEST GRADE, PRESENTING MORE THOROUGHLY GOOD FEATURES THAN ANY OTHERS.

**THE VICTOR LIGHT ROADSTER.**

THE STRONGEST, HANDSOMEST AND LIGHTEST RUNNING BICYCLE MADE. IT HAS EARNED ITS REPUTATION AND WILL SUSTAIN IT.

**THE VICTOR SAFETY.**

IN '87 ITS SUCCESS AMOUNTED TO A POSITIVE HIT. MODEL FOR '88 GREATLY IMPROVED. THE ONLY SUCCESSFUL TYPE OF SAFETY BICYCLE. ADJUSTABLE TO ALL SIZES.

**THE VICTOR TRICYCLE.**

BUILT TO BEAT THE WORLD, AND HAS NO TROUBLE IN DOING IT. LIGHT, STRONG, GRACEFUL! PERFECTLY ADAPTED FOR BOTH LADIES AND GENTLEMEN.

**THE VICTOR JUNIOR BICYCLE.**

INTRINSICALLY THE BEST YOUTHS' MACHINE EVER OFFERED. TANGENT SPOKES, BALL BEARINGS, SPADE HANDLES, VICTOR SADDLE—EVERYTHING RIGHT! SIZES, 38 TO 50 INCH INCLUSIVE.

It is impossible to give any adequate description of these goods here, but we ask you to send for catalogs and full particulars regarding them.

**OVERMAN WHEEL CO.**

MAKERS OF VICTOR CYCLES AND ACCESSORIES  
BOSTON MASS.

# THE STAR BICYCLE.

MADE BY THE H. B. SMITH MACHINE CO. OF SMITHVILLE, N. J.

The only practical safety in the market combining Speed, Safety and Comfort.

It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

'87 machine now ready for delivery, and includes many radical improvements. Send two cent stamp for catalogue to

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great variety from \$9.00 up-  
ward. Send for Catalogue or  
call and examine.

More than Forty Years  
Established in this line  
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STEEL BALLS  
FOR ANTI-FRICTION BEARINGS.

—OF BEST CAST STEEL—

HARDENED, GROUND AND BURNISHED.

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SIMONDS ROLLING-MACHINE CO.

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Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

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SECOND-HAND GUNS AND REVOLVERS  
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio,  
for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

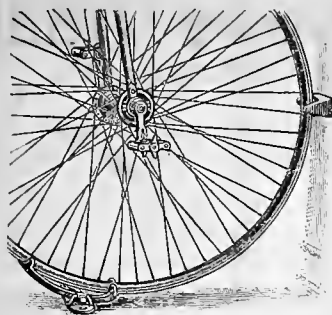
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The Correct Time is 27 Min. 56 Sec.

CUVENTRY MACHINISTS' COMPANY,

239 COLUMBUS AVENUE



## THE Buffalo Bicycle Stand

—FOR—

CLUB HOUSES & DEALERS' WAREHOUSES.

This device is confidently offered as the best thing of the kind yet placed on the market. It is small, cheap and durable, and holds the machine firmly without injury to the tires.

Only one small piece fastened to the floor, offering little obstruction to the broom in sweeping.

Properly placed, the stand will hold any wheel from fifty to sixty inches in size.

The parts are held securely by three small screws which do not injure the floor or wall very much, and are easily removed or changed.

The stand is made oblique to the wall so as to allow the machines to stand closer together without their handles interfering.

Price, 50 Cents.

### E. N. BOWEN,

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Yes, yes, I'm agent for the LADIES HOME COMPANION, the leading Household paper. It's the paper for the people. And it's easy to make several dollars a day by getting subscribers for it, as anybody can afford to take the paper, it's so good and so cheap. Yes, agents are wanted everywhere.

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## The Standard Cyclometer.

Greatly Improved for 1888.

Simplest and Best Instrument ever Invented.

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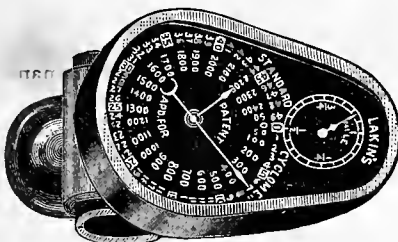
It has stood the test for accuracy.

It has proved itself the strongest and best made cyclometer on the market.

It has been in use several years, and its merits are well established among wheelmen.

Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



REGISTERS 2500 MILES.

We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we place upon the market an instrument that seems absolutely perfect in all its workings. We furnish a certificate of accuracy with all instruments. In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, \$10.00.

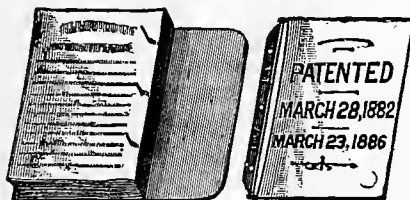
J. A. LAKIN & CO.,

Send for Circular.

WESTFIELD, MASS.

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A binder keeps the covers clean, keeps the file complete, and keeps back numbers where they can be easily referred to.



The beauty of the UNIVERSAL BINDER is that its back varies in width according to the thickness of the matter between the covers, so that, whether the binder contains one WORLD or a dozen, it looks almost exactly like an ordinary bound volume, and the magazine can be opened with perfect ease. The Binder does not hurt them for stitching later on, and some or all of them can be removed at will.

This magazine is an odd size, and the UNIVERSAL is made to order to fit, with "THE BICYCLING WORLD" handsomely stamped on the cover. It will be sent by express (not prepaid) to any address for One Dollar.

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THE BICYCLING WORLD,

No. 12 Pearl St., Boston, Mass.

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Six months "......75  
Three months "......50

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Cupples, Upham & Co., corner Washington and School Streets.

G. E. Bidwell, 313 W. 53th Street, New York,  
H. B. Hart, 513 Arch Street, Philadelphia.  
John Wilkinson Co., 77 State Street, Chicago.  
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**FOR SALE**—58-inch Expert Columbia, 1886 pattern, at \$85; 60-inch Harvard, \$25; 57-inch Am. Star, \$30; 50-inch Am. Star, \$35; 56-inch British Challenge, \$95; 55-inch Premier, \$50; 50-inch Champion, \$75. For particulars address JULIUS ANDRAE, 225 West Water street, Milwaukee.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



### HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

### LAST OPPORTUNITY!

For CHEAP EXCURSION To  
**CALIFORNIA.**

\$72 from St. Louis via Iron Mountain Route  
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Tickets are good for six months, limited to sixty days for going passage with stop over privileges at pleasure within limit of west-bound passage. Special excursion trains leave St. Louis via Iron Mountain Route, February 16th and Kansas City via Missouri Pacific Railway, February 17th. All coupon offices in the United States and Canada will sell tickets to Los Angeles, San Diego and San Francisco for this EXCURSION.

## BICYCLISTS' "POCKET" PHOTO-OUTFIT:



Weight, only 12 ounces,  
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THE CONCEALED CAMERA, \$15.00  
Detective Cameras, Tourists' Cameras, Amateur Photographers' Supplies.

CATALOGUES FREE.

SCOVILL MFG CO.,

423 Broome St., N. Y.  
W. IRVING ADAMS, Agt.

# The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

The Only Absolutely Safe Wheel  
Against "Headers" Made. **It**  
is the Best, and it is also the  
Cheapest.  
Do not buy a wheel before you see the  
**SPRINGFIELD ROADSTER.**



This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered the public for the money. Best class of cold drawn weldless steel tubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

## The 1888 Pattern Springfield Roadster for \$100,

has ball bearings all round and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag; workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels are identical. Those who purchase plain bearings can at any time have the ball bearings added if they so desire at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

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Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. COMPANY, 9 Cornhill, Boston, Mass.

# 1888 NEW MAIL!

LOOK · OUT · FOR · IT. READ · THIS · CAREFULLY.

No Higher Grade. No more successful wheel ever appeared in the market than the NEW MAIL LIGHT ROADSTER brought out by us last year, of American Manufacture. All Parts Steel Forgings and Strictly Interchangeable. **THE ONLY WHEEL** having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one-half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's NEW MAIL, and as they are the opinions of well-known, and many of them hard riders, Stronger Evidence of the Merit of a Wheel Cannot be Offered. Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically, that the true MERIT of the Trigwell Patent may be clearly understood. We wish to impress these facts: That

We control the Trigwell and others **Cannot Use It.** That the Trigwell is the Only Ball Head confining the balls. That we were the **First** to adopt the Ball Head, and hence have had the most experience with it, and we **Declare** the Trigwell, which we have used two and one-half years, a **Magnificent Success.** Simple for repair, in case of accident, and more durable than the cone. The best proof of this success is our declaration for the coming year **We Do Not Alter the Head in a Single Detail.** Every part has been **Dead Right**, and no change required. Don't book your order for a new mount till sending for Descriptive Catalogue of New Mail, out February 1st. Send you name **Now.** Good Agents wanted in every town. Our former agents requested to write us **At Once** if wishing to continue, and book their orders for early deliveries.

Price \$5.00 Less Than Last Year. Can Now be Seen at Our Warerooms.

WM. READ & SONS, 107 Washington St., BOSTON.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 3 FEBRUARY, 1888.

THE Executive Committee of the L. A. W. is at present the cynosure of all eyes, that is of the eyes possessed by all who are interested in the welfare of the League. Guided by the expressed requirements of the members and its own good sense, the members of this important committee have considered and weighed each suggestion bearing on the re-organization of the national body, and have decided on a general plan that will no doubt find favor with the members of the League. Many things have been demanded, and from what we know of the results we feel sure that the plan submitted will meet with the hearty endorsement at the Board of Officers' meeting next month and at the general meeting to be held later in the city of Baltimore. The general scheme will be made public next week more in detail than we can give at this present time, but we are in a position to state some of the most important changes that are to be recommended. In the first place, we learn that the re-organization will embody a plan enabling Divisions wherein there are a hundred members or more to form a Division organization whereby they can regulate the yearly dues themselves according to their requirements and the vote of the members of the Division. Each Division will, however, be required to pay into the general treasury the sum of fifty cents *per capita*, all beyond that amount which may be voted and collected will be devoted to the Division's uses. In cases where Divisions have less than 100 members, we understand, a plan of combination with other weak Divisions will be suggested, giving such an independent government of the same general plan. A scheme will also be offered whereby the representation in the Board of Officers will be reduced, making it more economical for Divisions to send a full representation, and at the same time making the Board less unwieldy than it now is. Another vital and important question which the Committee have dealt with, is that of furnishing a weekly paper to the members. This we understand has been arranged in a way that will be satisfactory to those who demand it. Thus in brief is the scheme in a nutshell of what the Committee have to propose. The officers have the experience of the past to guide them in the formation of this new plan. The mistakes made will be the beacons to guide them safely past the heretofore hidden rocks and shoals of errors in judgment. In the plan, so far as we know it and have given it, we discern the possibilities and probabilities of renewed harmony and prosperity in the League. Knowing as we do, personally, that the members of the Executive Committee have earnestly aimed to bring about the most satisfactory and desirable condition of things,

and believing that its scheme will accomplish the end, we feel sure that the future of the League of American Wheelmen will be one of prosperity and usefulness. Give the League a chance under the proposed new *regime*; let the past go, let all bickering cease, and let all turn in and help forward the earnest desire of the Executive to place the organization on a foundation, firm, sound and prosperous.

THE Executive Committee at their late meeting discussed the amateur rule in all its bearings, and it is very doubtful if the League will do anything to change it during the present year. Our views on this subject are well known. However, if the Racing Board will only seriously consider the question of class races and time limit, they will do much to revive the racing interest in this country.

MR. DUCKER is responsible for one evil, which has crept into and militated against the financial success of cycle races. We mean the custom of giving expensive prizes. This custom was originated in good faith, by the great tournament projector, but none the less has it been a bad thing. Managers of race meetings all over the country, have looked on the Springfield tournament as being the pattern to copy, and they are correct so far as the perfection of management was concerned, but they should have drawn the line at the value of prizes, and not attempted to copy Springfield in that respect; it has caused financial loss in many cases. Let managers in the future be more modest in the value of prizes offered, and let the amateurs school themselves to the understanding that there has been too much of the professional's motive in their anxiety to catch on to prizes of high value.

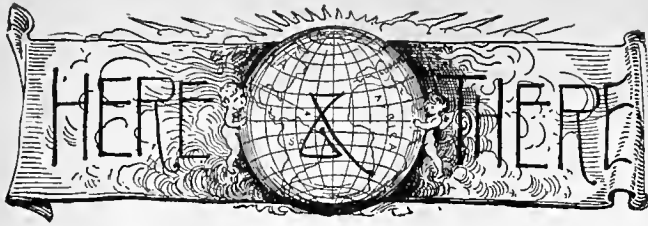
WITH the disbandment of two of the principal racing teams in this country, professional racing will not have that prominence it has enjoyed during the past few years. Hendee having permanently abandoned the path for the more legitimate business of selling bicycles, and Rowe having gone abroad to meet "Europe's best" and join forces with Senator Morgan, and Rhodes, Neilson and Hollingsworth having retired, this leaves only Dingley, Whitaker and Knapp strongly in the field. Practically, the professional will be out of the swim this coming season, and we must therefore turn to the amateur as of yore for our amusement in racing. At the same time some device must be adopted, whereby the dozen pre-eminently fast amateurs must be debarred from entering every race and scooping all the prizes, to the disgust and discouragement of their less fast brethren. Let the three-minute man feel he has got as good a show to take "a first" as though he were a Foster, a Crist or a Rich. Give the slow man a chance. Will the Racing Board take this to heart before it is too late?

AN exchange tells us that we have just passed through one of the dullest seasons ever known in the cycling history of the country. There is no doubt of this, but it is a cheering fact that the prospects for the coming season are most flattering.

WITH the disbandment of all the different paid teams the re-organization of the League on the basis of Division government, the establishment by the national body of class racing and time limits, will not the racing season of 1888 assume a more promising outlook?

THE meetings of the Executive Committee, the Board of Officers and the general meeting of the L. A. W., will prove the most important of any held since the organization of the League, and we believe these meetings will result in the general satisfaction of the members of that body and its permanent welfare.

OUR strolling among the trade have been interrupted this week. At the time we should have been on the tramp, we were dallying with snow banks in Central New York. The touch of Dakota weather interfered with our plans. We will resume our strollings for next issue. We will allow the "Senator" to take our place in his walks among the English trade, this week.



### "GENTLEMAN JOHN."

AT LARGE.

I AM forced to do something to-day as I am about the only visitor in the little town of Peebles, in Peebleshire, Scotland, a place that I love from early associations. Many is the basket of speckled burn trout that I, footsore and weary, have carried into Peebles from the many hill streams, tributaries to the Tweed. I say I am forced to do something, and such is actually the case, as last night there was a big frost, and the day's fishing I contemplated is knocked on the head. The roads are covered with road metal, so bicycling is out of the question and tricycling would hardly be enjoyable, especially on a three-track, semi-racing trike, such as I now own. It is too cold for horse-back exercise, and not cold enough for skating or curling; so, as I said before, I am forced to write.

As I was walking down the main street of the town to-day, I was approached by a rough-looking fellow, who had a keen twinkle in a pair of blue Scotch eyes. He wanted to know if I cared to buy a "fush." Of course it is "close time" for salmon, and hence his cautious way of putting the question. "Had the 'fush' just come up the river?" I asked him. "Oh, she he chust come up, she be." I followed the poacher down a long lane, called in Scotland a "close," and into a little house. I was invited to walk down through a trap door in the stone floor, but I declined, as it looked like a "will-you-walk-into-my-parlor" sort of invitation, and I told him to bring forth the "fush." The "fush" was soon forth-coming, and proved to be a "kipper" salmon, and a beautiful *clean* fish, with a cruel hole in its side, which showed that, at night with a headlight, the "gaff" (or spear), and not the hook, had been the means of its being brought captive into Babylon. I bought the "fush" on the understanding that it was a *cod*, and that he be securely boxed up and brought to the hotel. Half an hour later the poacher and a friend (equally as disreputable looking) put in an appearance with the "fush" securely boxed up. After undoing the parcel to see that the "fush" (and not a few brick bats) was inside, the package was sent off to some friends, with "Glass, with care," marked upon the wrapper. You see one has to be careful, as it means £5 fine to be found with a salmon in one's possession during the "close time," and the notoriety is worse than the fine, a great deal.

I LATELY took unto myself a——no, not one of the Daughters of Heth, but an "Invincible" tricycle, which weighs but forty pounds, but is quite staunch on the road, notwithstanding its slight build. It is not provided with a brake, and the hills have to be taken on the fly. The front wheel fork is a revival of Jack Keene's much-ridiculed (at the time) idea of having but *one fork* to the small wheel of his racer bicycle. The fork is a straight piece of steel tubing, and the wheel is attached in very much the same way as a pedal to a crank. And it seems to be quite strong enough for all rational purposes. There is certainly not such a strain upon the front wheel of a trike as upon a pedal, so I think that the idea of want of strength is a very absurd one. In the ordinary bicycle this form of fork is simply a piece of the backbone slightly curved away from the straight line of the backbone (looking at it from the rear), to allow the wheel to take the line of the backbone.

If I had not expected to see something extraordinarily fine in the way of wheels over here, I should certainly imported a "Boston Beauty." There is only one horrible fault with my "Invincible," and it is this: The cranks are keyed on, and you know what a d——lightful thing that is at times, and the saddles are horribly inferior to those of American manufacture. The spade handle does not seem to be so popular over here as in the States. They seem to think they break too easily, when in reality they are much more readily mended than the old styles, either the "gimlet" handle or pear handle types. The "Tontine Hotel," where I am stopping, is a fine, old-fashioned inn, and is kept by a Mr. Leith, a fine old gentleman, who, on account of continued costly experiments with Scotch farming, has lost a lot of money. Business is very dull at present, and the pretty, old-fashioned town of Peebles with its lovely surroundings is well nigh deserted.

THE children gape and giggle at my big fur coat which I wear, as the weather is excessively cold. They think I am a circus man, and watch to see where I draw up, that, perchance, they may see some "lion taming" or "tight-rope performances" through the chinks of a wall or tent. But the "Tontine" does not hold any such, and they go away disappointed, and wondering what I am, and why at Peebles in the winter, when there is little to be seen or done.

DURING a chat which I had with Karl Kron in New York a few weeks ago, he related a little anecdote about a wheelman who wrote Mr. Kron a note, saying that he was sorry, that circumstances were such, etc., etc., but that he wished to be freed from his large-sized *pledge* of *One American Cart-wheel* for "XM Miles." And what do you think? The fellow had the consummate gall to sign himself "your's fraternally." The extent of some people's fraternal feeling toward a fellow wheelman is certainly not very strong, and one feels inclined to say *such* fellow-feeling makes us wondrous tired. The above case reminds me of a little piece of typical courtesy which a certain *alleged* "Southerner" tendered me through the columns of a wheel paper. After criticising my form of raiment, which was such as to disturb his advanced ideas of civilization in an asinine and weak way peculiarly his own, he had the presumption to sign himself by a *nom de plume* which would have suited a gentleman infinitely better, viz., "Southerner." I wrote an answer to his half-column puerile criticism, but the canny editor who published the "p. c." replied that my answer was so strong that no editor upon the face of the globe would care about taking upon himself the responsibility of printing it. So be it and R. I. P. The gentleman who gave premature birth to the "p. c." has since created a malodorous effluvia in wheeling circles, which has sickened his friends, and created a strong sympathy for a rival, whom he had, by every means known to his small vindictive spirit, tried to bring into disrepute.

### NEW JERSEY NOTES.

"RATCHET."

So "the boys" have left England, and by the time this budget is put in print, they will have entered the land-locked harbor of St. Thomas. I know that your readers will be looking forward to the letters promised from these travelers. The elder Le Feu promised faithfully that he would write as soon as they had arrived and sized up the town and harbor. I hope that by the middle of February at least to have news direct from them by letter, but I was glad to notice by Morgan's cable that they had arrived on English soil, and were soon to be again *en route*. My only regret has been that circumstances and ties prevented me from going along too. However, we cannot all expect to have wealth and leisure enough to take such a trip. We poor hewers of wood and drawers of water must content ourselves by hearing of other people's adventures. So mote it be.

NEW lamps are being placed in position on several streets in Milburn.

THE Orange Athletic Club will begin a tennis tournament, open only to club members, on 15 February. The events will be gentlemen's singles and doubles, for handsome prizes.

Do any of your numerous correspondents know of any of the "Atlantic Special" bicycles ever having been used in this country? In re. the same I could never understand why the manufacturers ever called the machine a "bi." with its three wheels.

"GENTLEMAN JOHN" has evidently forgotten his promise to write me from London. I am rather surprised to see by last week's *WORLD* that he called on Editor Prial, as I was under the impression that there would be "gore on the wall" in case the two met.

MR. EDITOR, as that "sweet-tempered *Spelator* man" is so terribly cut-up over the Le Feurs' trip, why not suggest that he fit out an expedition to go in search of a "simon-pure amateur?" It would be an immense hit for the paper and a *life job* for the members of the expedition.

In your issue of Jan. 13, "Duquesne" asks "What is a Claviger bicycle?" In Sturme's "Indispensable Hand-book" (6th edition), he will find on pages 144 to 149 inclusive, a full description of the Claviger gears, and on pages 290 to 292 the ma-sheens are shown up. Don't mention it!

THE Riverside Athletic Club of Newark was incorporated last week. The officers are George H. Tappen, President; C. V. Hall, Vice President; C. R. Hobert, Secretary; J. H. Gore, Treasurer; F. G. Abbott, Captain; J. F. Honiss, First Lieutenant; T. S. Beardsley, Second Lieutenant.

CYCLERS will perhaps be interested in the decision of the Township Committee of East Orange to put new lights through Uni-

versity, Halstead and Grove places, Clinton, Grove and North Park streets, and South Arlington and Railroad avenues. The most of these are macadamized thoroughfares.

THE Hudson County Wheelmen will give a grand cycling entertainment in about a month, and the affair will be laid out on big lines. The programme will comprise fancy trick riding, polo on bikes, slow races, and a one-mile race. Thomas Stevens has promised to be present. Full particulars later.

A BILL passed by the Legislature of this State in 1886, which provided for county roads, has been declared by Judge Van Syckel to be unconstitutional because not applying to every county in the State. A new bill, applying to every county in the State, is now before the Legislature, and will probably pass this winter.

I HOPE that the Board of Officers of the L. A. W. will not rush the new constitution and by-laws through at the winter meeting, it should be held over until the spring meeting, to allow everyone

PITTSBURG and VICINITY.  
"DUQUESNE."

to say his little speech, and give time for reflection. [They will not "rush" anything, the spring meeting and the general meeting decide on the re-organization.—Ed.]

THE child-poet will continue to tramp a crank machine this season.

COLEMAN gave a select theatre party on the 27th to Messrs. Bidwell, Seidell and McGowin were his quests and they do say that they looked very pretty sitting up there in the gold-plated box.

IF talk is any criterion, then Rover type safeties are going to sell like hot cakes this season. Many of our old riders are going to "try the experiment" this summer. [The rear-driving safety is no longer an "experiment".—Ed.]

THE next number of the *American Athlete* will be read with avidity out here. Every one is anxious to see how "John A." can "crab" out of the zephyrous one thousand dollar bluff of the *American Wheelman*. He is quite a diplomat and will let himself down easy. The prospect of his accepting the challenge is remote, but if he does he can rest assured of much heart-felt sympathy. We are sorry that the sympathy won't help turn his wheel around.

ST. LOUIS.

"LINNEUS."

MANY eyes are at present being turned towards Baltimore with the questioning look, "What's the matter with that League invitation from the Monumental city?" Let me give you a pointer, Baltimore, and that is St. Louis has established a precedent to overcome or touch which, you will have to hustle. At this time last year St. Louis had all her committees appointed and other arrangements made, and when the meet came on it was proven that they were not made a minute too soon.

MANY of the resident League members never attended a meet until the last one and they were so pleased with it, I understand, that quite a number will visit Baltimore the coming spring. It is to be hoped that the city extending the invitation will set the date between the 18th and the 25th of the month, as this is the best time for most of the boys to get off.

ST. LOUIS was never so sadly left in the cold as regards wheel notices in the dailies as at present. The *Post-Dispatch* invariably used to have from one-quarter to one-half a column once or twice every week, but of late has shut down altogether. It is said that Mr. W. E. Hicks is kept too busy on other work and cannot devote the little time the column requires to it. This is not as it should be. The wheel ought to be kept before the public during the winter months and not fall into a state of "innocuous desuetude," as lawn tennis and other exclusive summer sports do. The *Republican* and *Globe-Democrat* gave us a few items in their Sunday editions, but have not had any thing relating to the wheel for months. The *Spectator* is our only local stand-by at present, and it only seems to publish the "notes" to fill in with. Mr. P., you ought to give us at least two solid columns every week.

THE Missouri Bicycle Club will give a grand masquerade at its club house Thursday, Feb. 9. Everybody will be expected to come in costume, and no person unmasked will be allowed on the floor. No outside invitations will be extended, and the people present will consist solely of the members and their lady friends.

As far as known no special form of entertainment has been decided on as yet (although I hear postals asking for "bran new" ideas are going to be sent out), and I would suggest that this be done as soon as possible. For instance, "Klip" could give the people

present no end of enjoyment by his antics on the club's bone-shaker; Alex Lewis could do his special act of jumping the "horse;" and Ab Lewis might give the audience points as to the bearing of a "parlor soldier;" R. N. Stubbs could do his hermit act; Billy Barrow could sing, and Bert Taylor might take a couple of his "color-bearer" headers. If my suggestions are carried out or not an enjoyable time is assured to all those that attend. The Missouri Bicycle Club is going to establish a precedent as far as bicycle masquerades go, and "you know, she never does things by halves."

SINCE the first gun, in the way of your trade notes for 1888, has been fired, many local riders are venting their opinions as to what they and so and so will do on the road and path next season. It is odd that some of them swear by the Eternal that they are going to wear the tire off of their wheels by a few months' hard riding, and when the time comes they rarely show up. All of last season whenever a run was called about the usual six or seven members would show up to take part in it, and the balance would either go to the "pump" or elsewhere. This is not right. Club runs, especially of a large club, should be well attended and not be these half-hearted affairs that most of last season's were. Gradually our list of "active" non-riding wheelmen is growing larger and larger.

WHAT is the reason that C. F. A. Beckers, one of the toughest of the toughs, is so rarely seen on his wheel? Geo. Oeters, Jack Rogers, Ed Sells, H. Loudermann, Joe Fuqua you are all in the same boat. Make up your minds to do some riding the coming season and show the boys that you have not forgotten wheeling and its incident pleasures and pains.

RUMORS that Buffalo is going to give a big tournament, *a la Springfield*, are flying thick and fast. It is to be hoped that this will be done, and the racing rules be modified so as to not interfere with the successful giving of one. As in the case of the League meet, St. Louis has at present at least 150 riders who never witnessed a tournament, and should one be given, a pretty good delegation from the Mound City will attend. Mr. Ducker ought to declare himself positively on this score and set the date, so that wheelmen can plan their vacations accordingly.

"CUPID" BAKER is back in town, having gone to Omaha for the benefit of his eyes some weeks ago and returned completely cured. This will perhaps be an eye-opener to those who laid "Cupid's" absence to other reasons.

BOXING, or, as it is sometimes called, the manly art of self-defense, is very good exercise as long as it is kept within proper bounds, but it becomes the most brutal of all sports if done to excess. A case in point occurred not a great while ago, when a young Israelite, a pupil of Prof. Farrell, who thought he could box, asked "Klip" to put on the gloves with him. "Klip," of course, complied. The gentleman forced the fight from the start, and before Klip well knew it he had gotten two stingers on his face and neck. A friend whispered, "Give it to him, Klip," and whew! how that man was pummeled. I stepped into the bath room a few minutes afterwards, and judging by the "claret" on the washstand and floor, thought I had struck a miniature abbattoir. The boys have dubbed this battle "The Taming of the Jew."

MR. PATTON, of the Pope Mfg. Co., was in town last Thursday night. He had a sample "Volunteer" with him, and those who saw the wheel were well pleased with it. He did not have the time to look at St. Louis, i. e., the brewery, which, in your correspondent's opinion, was very "un-Child" like [Please don't.—Ed.]

MR. L. J. BERGER, Phoenix, has the sympathy of the entire bicycling community in the loss of his father, who died last Tuesday after a lingering illness.

AB. LEWIS, our genial Secretary-Treasury, has taken to soldiering, and is quite an acquisition to the ranks of those who follow in the lead of Mars.

THE wheelmen of Edina and Hannibal, Mo., have been enjoying some fine "snow" riding during the present month. Mr. W. H. Hall, Lieutenant of the Marion County Wheelmen, of the latter place, writes: "We have had good riding here most of the time so far. The finest ride I have ever had here was taken about ten days ago, out through the country. The roads were as smooth as glass, and how the wheels did fly! Everybody was out on a wheel. There is a large rink here that our club has been renting every winter for riding, but we gave it up about two weeks ago. No one rode in it because the roads were so fine. Hannibal has at present eleven League members, and a small army of riders whose youth prevents them from joining. Considering that there was not a single wheel ridden there until the spring of 1886, the growth is phenomenal, and is due to the untiring efforts of Mr. J. B. Werkel, ex-Consul, who spared neither patience nor time to push the wheel to the front."

# RECORD OF THE WEEK.

THE amateur rule will stand as it is during the coming year. "I may believe in the fallacy of the rule as it now stands," said a prominent cyclist to us the other day, "but do not believe the majority of League members are yet ready for any modification of the rule. Another gentleman said to us on the same subject: "This amateur rule is the fetich the members of the League are worshipping, but the day will come when they will see its worthlessness." There is no doubt in our mind but that the small end of the wedge is inserted in the minds of many of the members; it now only needs a few whacks of the mallet of common sense to drive it home.

GENERAL SHERIDAN was the guest of Col. Pope last Wednesday.

GEO. M. HENDEE and Arthur Pattison were in Buffalo last week.

MR. GEO. R. BIDWELL was in Boston last week on League business.

"HOME Rule" seems to be one of the chief features in the re-organization scheme.

DON'T you think we have had enough of hippodroming, gentlemen? We address our query to Messrs. McCurdy and Whittaker.

THE Coventry Machinists' Co. will open a depot in Paris at No. 4 Avenue de l'Opera. Mr. Paul Medinger will have charge of this branch.

FOR the honor of cycling we must insist that the future history of racing does not have to record a repetition of the McCurdy-Whittaker affair.

THERE are over twenty surgeons and physicians in Washington who use the tricycle as a means whereby they make their professional visits.

THE rowing tricycle has appeared in England. Wallace Ross was the first to exhibit same. *Bi. News* will give a picture of it in a week or so.

"STATES RIGHTS" will be a feature in the re-organization. Each Division can assess its members as it sees fit; all above 50 cents goes into the Division treasury.

NEW YORK and Massachusetts are showing up large in the way of renewals to League membership. The proposed plan of reorganization ought to bring in the renewals thick and fast.

THE climate of Connecticut is erratic; witness the fact that Mr. Knowles of Guilford took a pleasant ride on his bicycle in the forenoon, and a sleigh ride in the afternoon of the same day.

A CORRESPONDENT writes: "They do say that under the new re-organization of the League that professionals will stand a chance of getting into the L. A. W." It may be so, but we doubt it.

COLONEL POPE avers that the withdrawal of paid racing teams from the path will not have an evil influence on racing. On the contrary, he believes it will tend to revive the flagging interest in cycle racing.

MR. C. R. OVERMAN is now in the Southwest representing the Victor. He is expected in Louisville, Ky., soon. There is not a more generally liked man in the trade than this same "Good, old Larry" Overman.

AN effort on the q. t. is being made to have George Hendee reinstated in the amateur ranks. It does not take much of an effort to get out of the amateur ranks, but it takes some high and lofty tumbling to get back again.

DURING the meeting of the L. A. W. Executive Committee, President Kirkpatrick managed to enjoy Buffalo under the guiding hand of W. S. Bull, while the two B.s (Bassett and Bidwell) enjoyed themselves in their usual jolly way.

IT is as good as settled that Morgan and his galaxy of fast riders will not visit the States during the coming season. On the contrary we deem it likely that his "combination" will be strengthened by some of our fast ones from this side.

No Columbia team for 1888. That is official, and is the utterance of the President of the Pope Mfg. Co. No Columbia team, no Victor team; wherein is the necessity of maintaining a Champion team? The day of the paid racing man is past.

T. T. ROE, of Chicago, who backed A. A. McCurdy in the late fiasco with S. G. Whittaker, has entered suit in Minneapolis against J. L. Black, J. S. Wood and W. A. Tanner to recover \$1000 deposited by him on the event. McCurdy went with him to Chicago on January 15, on which date Whittaker also started on the road in the interests of the Gormully & Jeffery Mfg. Co.

THE friends of Lieut. Kendall, of the Boston Club, were regaled at No. 26 St. James avenue by eating some excellent smelts captured at Neponset by the doughty doctor. All who partook pronounced them excellent in flavor and mammoth in proportions.

So far as the manufacturers and dealers are concerned, the season has opened, that is the advance guard of travelling representatives are out on the road making contracts for the coming year. May every one of them grow rich through their endeavors.

LET managers of prospective race meetings during 1888 bear in mind that there is a big chance to revive the interest in amateur events the coming year. Class racing, time limit, and moderation in the value of prizes offered be the points kept in view.

MALTBY, the celebrated trick rider, will be in this country by the time this issue reaches our readers. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Maltby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.

WILL Mr. Page of the *Spectator* (from whom all wisdom flows) kindly inform us his definition of an "amateur" journalist and a "professional" journalist? We have Worcester's definition, but before we show up that worthy lexicographer's ignorance we would have the correct Page-onian definition.

MR. HILLIER has a proposition to offer to the N. C. U. Board, to disqualify any amateur competing in an open race upon the public highway over any distance under 100 miles. The stated object of this proposition is to put a stop to the growing evil of large fields, which invariably start in short road races.

MR. DANIELS, the late trainer of Hollingsworth, has made an engagement for the season of 1888 with the Springfield Bicycle Mfg. Co., to look after the interests of the men who will endeavor to steer to victory on the path the Springfield bicycle. There is not a better trainer in the land than this same Daniels.

"DOES it pay to maintain an expensive team of racing men?" That is the question that has been agitating the minds of our leading manufacturers. There is now only one firm of manufacturers which sustains a team that has not answered. The two firms, Pope and Overman, answer "No" most emphatically. What say the Gormully & Jeffery Mfg. Co?

He-who-must-be-observed-Page of the *Spectator* says we write "rot!" and then sits down on us by insinuating that we are nothing but an "amateur" in the journalistic field. We would ask Mr. Page if the use of such polite language as he flings about when discussing us and our paper is an evidence of "professional" journalism? If so, we are glad to be an amateur.

MR. CHARLES A. UNDERWOOD, President of the Jamaica Plain Bicycle Club, having bought the copyright of Atkin's "Cyclists' Road Book of Boston and Vicinity," will issue a third edition of this indispensable little book on the 1st of March. Mr. Underwood has taken great pains to revise, correct and enlarge. It will be a book that the cyclists of New England cannot well afford to be without, and not only those of New England but of the whole country, for what rider that ever visits this paradise of lovely roads can afford to come to Boston and not have a copy? Great care will be exercised in the typographical work, and a specially designed cover will adorn it. The BICYCLING WORLD will do the printing for Mr. Underwood, to whom all orders should be sent at 386 Tremont street, Boston.

\* \* \* "They speak of the dangers of cycling—what sport is there that has not dangers? In football you are liable to get your bones broken or your shins barked. In cricket to get your head cracked with the ball, and other petty injuries, and I think it will be found the same with every sport under the sun. Danger—it is the danger in our sports that makes us the bold and fearless Englishmen that we are. Look at the young man who has been kept from sports by an over-fond mother, or perhaps father, look at his pale face, his weak form, and ask yourself which is the best—to go through a little danger and have health and strength, or shrink from and have disease and weakness? I think every right-minded man will prefer the former. Cycling, followed with moderation, has very few dangers. Many young fellows go overtaking their strength by trying to race other cyclists—what is termed amongst them "scorching." It is this "scorching" which does more harm to the rider than any other practice. They not only bring the sport into disrepute with the authorities from the complaints of furious riding, but, besides, destroy all the benefits that would accrue by moderate riding, and sometimes engender life-long maladies, thus bringing into disrepute one of the most healthful sports by their foolishness, and for this reason I should advise young, or riders of any age, to abstain from the practice. The only time when a cyclist is unhappy is the last

# THE CLARK CYCLE COMPANY

SUCCESSORS TO

SAMUEL T. CLARK & CO., - - - Baltimore, Md.

Owing to the increased business of the above firm in the past two seasons, during which time the

## New Rapid Bicycles & Quadrant Tricycles

Have become so thoroughly and favorably known to riders throughout the country, it has been found necessary to increase our facilities for handling this growing trade, and for this purpose the above corporation has been formed. And in making this announcement to the cycling public, we consider it an opportune moment to ask them to

**Remember**, that we were the first to introduce on the American market our now famous method of wheel construction, with **TRUE TANGENT SPOKES**, and that while every American Manufacturer of note has been forced to copy it, we still have, in all our **NEW RAPID CYCLES**, the **best** and **strongest cycle wheels** ever made.

**Remember**, too, that the **Quadrant Steering**, as applied to all our **QUADRANT TRICYCLES**, remains unequalled as a **perfect steering device** and **anti-vibrator**, without the use of springs to the front wheel.

**Remember**, first, last and all the time, that we shall be in the field for

## The Season of 1888

With a line of Cycles, all kinds, that cannot be surpassed in any respect.

WRITE FOR CATALOGUE.

THE CLARK CYCLE COMPANY,  
Baltimore, Md.

When we are compelled to use racing wheels to make records,

**WE SHALL SAY SO,**

but so far our ordinary road machines seem to be

**SPEEDIER,**

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

**350 1-2 Miles in 24 Hours,**

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

**323 \* MILES \* IN \* TWENTY-FOUR \* HOURS.**

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

**100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,**

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

**G. & J. BALL BEARINGS.**

 Catalog cheerfully mailed on application.

**Gormully & Jeffery Mfg. Co.,**

**CHICAGO, - - ILL.**

 Largest Manufacturers of Cycles and Sundries in America.

**J. S. MURRAY, Agent, 100 Sudbury Street, Boston.**

season of the year, 'for now is the winter of our discontent.' But no doubt there is a time coming when the roads will be such perfection that riding will be indulged in all the year through. With all 'Bicycle Newsites,' I exclaim, 'Would to heaven that time were near at hand.'—*Bi. News.*

## WHEEL CLUB

## NEWS.

THE members of the Baltimore Cycle Club gave an amateur dramatic performance at the Lyceum Theatre, Baltimore, Md., on the evening of Jan. 13. There was a large and fashionable audience present, including members of other wheeling clubs. Several professionals took part in the entertainment, which was very enjoyable.

THE Camden (N. J.) Wheelmen will have a benefit in the Arch Street Theatre, Philadelphia, February 4th.

SOME ungallant members of the Pennsylvania Club are credited by the *Item* with saying "that they have no club house—only a boudoir." We hope the fair members will resent the insinuation with fitting scorn.

HENRY E. DUCKER lately attended two meetings of the Buffalo Ramblers and inspired them with his enthusiasm for something big. As a result this club is deliberating on a scheme for a fancy dress carnival in the State Armory. Ducker will assist if it is put through.

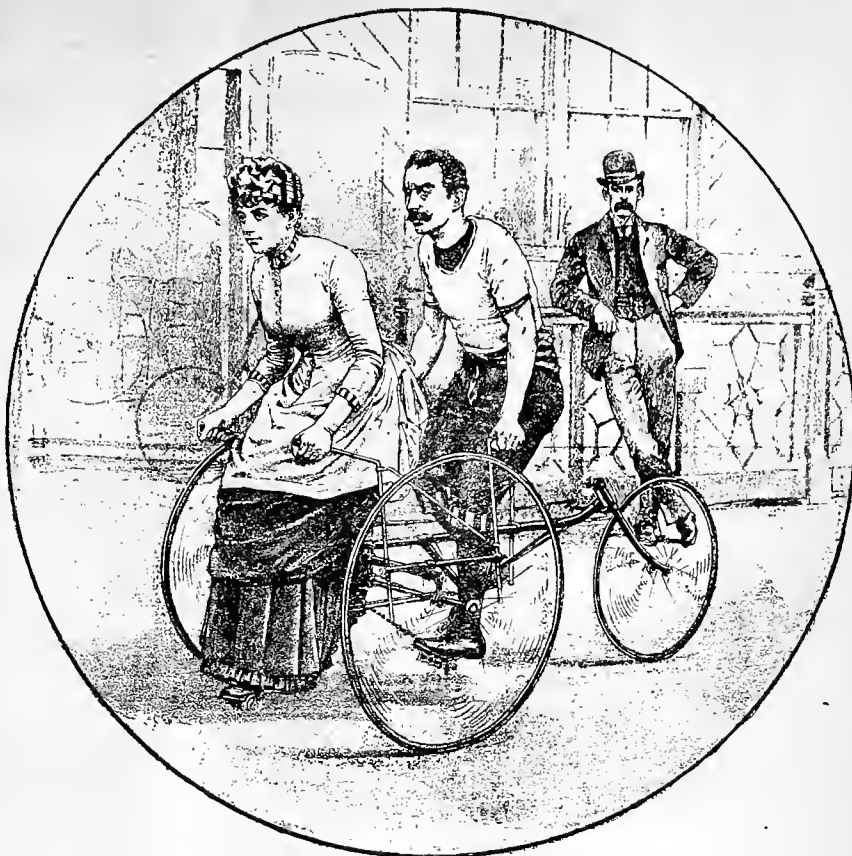
THE organizers and officers of the Lincoln Cycle Club, of Chicago, are aiming high. They want the youngest club in the country to be the largest, most prosperous and prominent cycle club in America. As the projectors are men of enterprise, we shall not marvel if the mark aimed at is reached sometime in the near future.

THE Buffalo Club entertained the members of the L. A. W. Executive Committee at their house warming and opening last week. The occasion was one long to be remembered by the members of the club and their guests. The club house, a description of which we have given in a former issue, is said by those who have seen it to be one of the most complete and beautiful in the country.

THE sixth shoot of the Warren Wheel Club took place Tuesday evening, and resulted as follows: Read, 90; Savell, 90; Lang, 88; Willard, 86; Noble, 86; McCormick, 86; Prentiss, 86; Anderson, 82; Hathaway, 81; Parker, 79; Wiggin, 79; Frost, 79; Monroe, 72; Hiscock, 70. As the competition now stands, Captain J. E. Savell leads with an average of 90, Lieutenant S. E. Noble second with 87, and Secretary H. C. Anderson third with 87.

THE Berkshire County Wheelmen, Pittsfield, Mass., have elected the following officers for the ensuing six months: President, E. H. Kennedy; Vice President, J. N. Robbins; Secretary, S. England; Treasurer, R. N. Dewey; Executive Committee, E. H. Kennedy, J. N. Robbins, and G. L. Hornbrook; Vigilance Committee, R. A. Dewey, G. L. Hornbrook, and J. N. Robbins; Captain, W. H. Sheridan; First Lieutenant, Daniel England; Second Lieutenant, C. M. Platt. The club is in fine condition. The present membership is 43, the largest ever attained, active members are still in large majority. This live club has just commenced its 8th year.

THE Boston Bicycle Club's sleigh ride last Monday out to Corey Hill slide was a great success. Some 20 members piled into the large barge, and at 7.30 they were en route. They arrived at the Corey Hill slide after a few delays, and were taken in charge by Mr. Geo. B. Woodard, who saw to it that the cycle men were taken good care of in the matter of having plenty of tobogganing. An hour was thus pleasantly passed, and then the Boston men got "all aboard," intending to make Wright's Hill slide. The directions how to get there were given by a policeman, but one of the party knew (?) "a better way," and the consequence was the party did not get there. However, lots of fun was experienced in the vain endeavor to reach "Wright's Hill," the sleighing was superb, the night mild, and the moon bright. It was ideal sleighing weather. The party drove over the fine roads of Brookline and arrived at the club house at 11.30, where warm beef tea, etc., and lots to eat was provided by the Steward. Messrs. Kendall, Donahoe, and Jones had the affair in charge, and it was a big success.



MR. AND MRS. SMITH.

From *Bicycling News*.

OUR contemporary, *Bi. News*, seems to think that if we do not agree with another paper, it is not the thing to take from its columns. We do not think so, and when we see a good thing we take it and credit it. No matter what we may think of *Bi. News* as authority on American matters, we confess there are lots of things in its columns that are admirable, hence we take 'em in.

\* \* \* "The cartoon by Geo. Moore represents Mr. and Mrs. Smith upon their last new tandem in front of the dressing-room at the Crystal Palace track, \* \* \* and against the fence of the enclosure may be seen Charley Wilson, the astute trainer of quite a number of good men and true.

Cycling, and more especially cycling's lady votaries, owes much to Mrs. Smith, for she was amongst the pioneer riders of the three-wheeler, and in company with her husband was to be seen flying round the highways upon their far-famed yellow sociable, and although many rude remarks were doubtless made at the time, yet she stuck enthusiastically to the sport of her choice, and, in company with one or two more lady riders, fairly lived down the opposition. That she succeeded in doing so was indubitably due to the fact that at a very early period of her cycling career she recognized the advantages of the saddle and a longish reach, and, by adopting them, looked then, as she undoubtedly does now, one of the nattiest, and at the same time, most "businesslike," figures upon a tricycle; in fact, whether Mrs. Smith is encountered after a fast spin upon the Ripley Road or after a record ride upon the path, she never looks in the least uncomfortable or out of p'ace, and she may fairly be described as the *beau ideal* of a lady rider. When some of the writers upon the cycling press took upon themselves to abuse ladies who raced, it was a constant remark amongst the practical section that, if every lady tricyclist after riding four [This must be an error.—Ed.] miles in one hour looked half as neat and comfortable as Mrs. Smith after a spin between the houses, cycling for ladies would gain in popularity at once." \* \* \*

This lady has no doubt done great things for the tricycle, her performances have in some cases been wonderful, the most remarkable being the 21 to 25 mile record they secured at Crystal Palace track last October, and the account of which appeared in the *WORLD*.



ROWE GOES TO ENGLAND.

ONCE before we made the above announcement, and were advised that at the last moment Mr. Rowe had decided not to go. This time however, he will no doubt go, and in fact by the time this meets the eyes of our readers, America's greatest short-distance rider, will be on the bounding deep, either exceedingly sick or exceedingly happy. There is usually no half-way business for those who brave the terrors of old Father Neptune. Mr. Rowe is a national celebrity, nay more, he has a cycling world reputation, and anything we can say of him will be only a repetition of what has been printed time and time again. Still this occasion is one that will admit of some facts in regard to his life and performances. He was born in Gloucester, Mass., July 29, 1865. He is a perfect specimen of a man physically, standing about 5 feet 9 inches, and scales when in training, about 165 pounds. He began to race in the fall of 1884, and the first time the writer ever saw Mr. Rowe was in the Dorchester Club road race, held in the fall of that year. From that time on Mr. Rowe climbed very rapidly to the prominence he now occupies, and it was in the fall of 1886 that he established the present magnificent list of worlds' records, from 1-4 to 22 miles. Notwithstanding strenuous efforts have been made by the best men in this country and England, to break these records, they stand intact today. During '85, '86 Mr. Rowe established his claim to the championship by meeting and beating Hendee, Wood, Woodside and a good many other men of A1. calibre. There has been one man only in the world that disputes Mr. Rowe claims to championship, and that is the great R. Howell. It is this fact that makes Rowe's visit to England, one of the greatest interest, as he will meet England's best man, and establish or lose the claim of himself and his friends, to the proud title of champion of the world. Mr. Rowe is an American, and he will ride his first and only love, the Columbia racer. He does not go over under the auspices of the Pope Mfg. Co. at all; he goes over on his own risk, and will be under the management of the only "Senator." He will take a stock of Columbia racers, and he will ride them. It will then be a contest between America and England, man for man, and machine for machine. Mr. Rowe will carry the good will and wishes of every American with him, and when he and Howell meet, we hope our man will win. It will be a grand event, and one that all England and America will await with the greatest interest. We are indebted to the *Lynn Bee* for the excellent likeness that heads the article, it is a speaking likeness of Mr. Rowe.

MALTBY, the celebrated trick rider, will be in this country by the time this issue reaches our readers. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Maltby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.

AMONG the many good suggestions to be made by the Executive Committee and Board of Officers to the general meeting of the League in Baltimore next June will be reorganization of government, very much after the pattern of our National Republic. The divisions will form their own government, assess members as they see fit, but the amount of 50 cents per capita must be paid into the treasury of the general or central government. By this method divisions may be extravagant or frugal according to its wishes and demands.



#### INDEX TO MACHINES ALREADY DESCRIBED.

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Surprise Columbia Tricycle.....	Jan. 20.....	190
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Victor Light Roadster.....	Jan. 27.....	222

H. B. HART, of Philadelphia, came nearly being burned out last week. This gentleman has recently enlarged and improved his establishment, and the big fire on the corner of Arch and Eighth streets came much too close to him for comfort.

MR. E. A. PATTISON of the Pope Mfg. Co. is going through the Southwest showing up the novelties produced by this firm for the coming season.

MALTBY, the celebrated trick rider, will be in this country by the time this issue reaches our readers. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Maltby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.

THE new firm, the Clark Cycle Co., as per official notice in another column, will take the place of Messrs. S. T. Clark & Co. of Baltimore. This move is to increase the facilities and capital so as to be fully prepared to meet the growing trade they are building up in New Rapids and Quadrants. We wish the new firm all success and long life. Mr. S. T. Clark of this firm sailed for England last Wednesday, to make arrangements for the coming season.

THE rumor that the Gormully & Jefferey Mfg. Co. intend to open a large depot in the East is not formed on fact. They will be ably represented by agents in that section as heretofore, but they will not open a large branch establishment, as has been asserted.

A CABLEGRAM has been received by W. B. Everett & Co., announcing that their representatives in London have secured the United States agency for Lamplugh & Brown saddles, J. B. Brooks & Co. saddles, John E. Salsbury's safety lamps, Ardill's liquid enamel, and Loudon's cement, besides other accessories and specialties of these well-known English firms. This makes Messrs. Everett & Co. the headquarters of all the best English accessories.

It is generally known among wheelmen that the Rudge agency, now owned by the Pope Mfg. Co., is being conducted under the management of Mr. H. M. Saben. Orders are coming in as usual, and orders are constantly being sent abroad for additional stock, so that the Rudge agents will always be assured of a sufficient supply to fill orders.

WE saw the New Mail 1888 pattern at Messrs. Read's the other day. It is a beautiful bicycle, and has in several important ways been improved. We shall describe this wheel in a short time.

ONE of the novelties to be imported by Messrs. Everett & Co. is a tricycle with 30-inch drivers and 20-inch pilot wheels. We shall give cut and description soon.

A. G. SPALDING & BROS. in Chicago and New Yorks will make a specialty of Victor cycles.

DR. J. H. WOORMAN, late of the *Saratogian*, of Saratoga, is the gentleman who has bought out the *Outing* magazine.

THE new Victor safety will run on 176 steel balls; more balls than ever put in a bicycle before.

MR. JOHN C. GARROOD is now established at Nos. 58 and 60 Oxford street and 59 Washington street, Lynn, Mass. He makes a specialty of cycle repairing, and in this vicinity is well known as a good machinist. He also deals in bicycles and tricycles of all makes, both new and second hand.

## THE SPRINGFIELD ROADSTER FOR 1888.

To be successful you must find out the demands of the public and meet them. This is a sound axiom, and it is well grounded in the minds of the managers of the Springfield Bicycle Mfg. Co. "There is a large demand for our Roadster fitted with ball bearings," said Mr. Yost, "and so we propose to supply the demand." The output of the demand is the subject of this article. The Roadster for 1888 is identical with that of last year's pattern, except that the bearings all round are of the most approved pattern of Bown's patent. At the factory the machines are turned out exactly alike whether they are to be plain bearings or ball, so that, according to order or requirements the machines can be assembled at once either way. This is a great feature, and one that reduces the cost of manufacture immensely. Another good feature is that all the machines turned out with plain bearings can, with very slight extra cost and trouble, be turned into a bicycle with ball bearings. It is this feature of interchangeability that makes the Springfield Roadster such an excellent machine for riders. The bearings on the front wheel are double, two rows on each side, with the patent lateral adjustment. The sleeve that carries the balls is made so that it will slip over the surface of the plain bearing, in which position it is securely keyed and bolted.



The clutch as above is perfectly noiseless and instant in action, and the motion of levers down and forward is some thirteen inches, giving great length of reach when desired and of course no dead centres. The handle-bars are hollow and detachable, "cow horn" in shape, and fitted with spade handles. The machine is composed of the best tubing and steel drop forgings. The company guarantee for one against breakages caused by faulty material or workmanship.

In finish it is the standard nickel and enamel very carefully laid on. The machine is a handsome one, and shows every care in the production. The saddle is the Fish patent, with single and double spring. Wheels, 50 and 20 inches. Tires, 7-8 and 3-4 inches. Spokes direct, upended and threaded on flange end. Ball bearings, Bown Æolus patent.

## "SENATOR" AMONG THE TRADE.

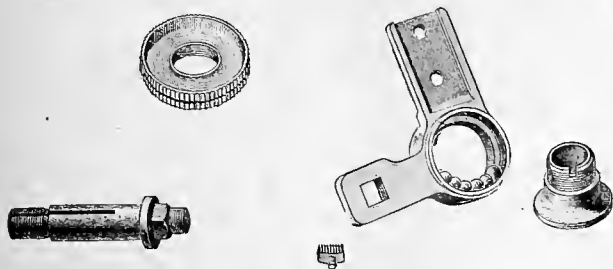
I THOUGHT a glance around and through the principal factories in England would be of interest to your readers, so I visited Coventry while at Birmingham recently, making inquiries among the noted factories of the historic old town as to what would be likely to interest my American readers. The first place visited was the pioneer Rudge firm, and during a stroll through with a member of the firm, I penned the following in my diary on my return home:

"Visited the Rudge works, Coventry, 20th December, in company with the cowboys. All of us were shown through the spacious works of this firm, where saw hundreds of hands busily employed on the machines being brought out for the 1888 season. Among the many novelties Messrs. Rudge will place before the public for next season are, a No. 1 Rudge tricycle (4 axle bearings) and a tandem of the same type; also a No. 2 tricycle and tandem, with 4 axle bearings; Rudge's Parcels Carrier tricycle; Rudge's youths' bicyclette (the three latter machines being suitable for riders from 7 to 17 years of age). The Royal Crescent tricycle and tandem of this type have also had many improvements added since last season, and are universal favorites with both lady and gentlemen riders, for either of which they are suitable. The Rudge bicyclette (of which this firm claims they are the patentees, dated 1879,) has had many additions and improvements. The appended particulars set forth some of the points of the bicyclette: Rudge ball bearings, (100,000 sets are now in use, patented) are an especial feature in these machines. The new patent and detachable swing handle, and the patent non-vibrating spring fork are fitted to Rudge's machines. The firm also are making a No. 2 grade bicyclette, for those who do not care to go to the price of No. 1 machine. All machines were finished in the well-known style this firm turns out their work.

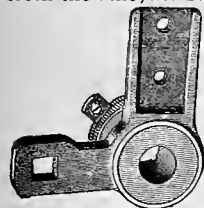
## MESSRS. SINGERS,

of Royal Challenge and Xtraordinary fame, was next visited, and as usual to strangers, the head of the firm gave me a warm welcome. "I have nothing new to tell you outside of our catalogue and announcements," was the manager's reply to my query. So, after wandering around the mammoth works of Messrs. Singer, I stole away with the 1888 preface of catalogue in my possession, and which says: "The demand for Singer cycles during 1887 was so large, that it was only with the greatest difficulty that we could supply within a reasonable time. We attribute this increasing demand to the system upon which we have conducted our trade. We have not, at any time, manufactured cycles merely to sell, and it has been our aim to obtain a real reputation based upon the intrinsic merit of our manufactures. We have succeeded, as we expected to do. In order to prevent delay in supply, a very large increase in our producing power has been made. During the last few months one wing of an additional factory has been completed, and as this has been filled almost entirely with machinery, we have been enabled to make arrangements by which our supply will be doubled. The area of the new machinery shop alone is 16,650 square feet, the machinery being of the most perfect description, and, therefore, we are now running three large manufacturing factories entirely for the production of Singer cycles.

Since June, 1887, we have been engaged in preparing new patterns for the present season; these have been thoroughly tested, and the whole of our staff having been continuously employed throughout the winter, we have in stock at this date several thousands of cycles of the newest types. In bicycles little change has been made, except of the 'British Challenge,' which has now a larger back wheel and extra rake to the fork. In safeties we have some important

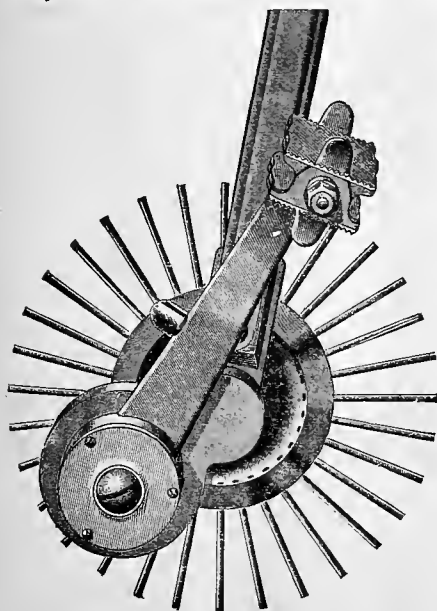


The above cut shows the ball bearing case with one side exposed and partially filled with balls. The reverse side of this case is identical and carries the other row of balls. The clutch stud, the sleeve that slips over the plain bearing surface, and the milled adjustment cap for the bearings are also shown. The square hole in the end of the bearing case shows where the clutch stud fastens, and the manner of adjusting spring is by making a quarter turn forward from the axle, *not* backward, as the latter weakens the spring power.



This cut represents the above bearing to front wheel assembled and ready for use. The back wheel is fitted with a row of balls on each side of wheel, and should it be required to change from plain to ball bearing, the entire wheel would have to be changed, but the back fork is made to fit either style of wheel.

Another point as to the efficacy of the Springfield Roadster as an all round machine, is the ease with which the same machine can be adjusted to suit either a tall or a short rider.



This cut shows the adjustment for a tall man, and it will be noticed that the centre of the gearing clutch box (indicated by the slot ended screw) is *below* the centre of the axle. Now when adjustment for a short man is desired, this centre of the gear box can be raised, with axle as a pivot, *above* the centre of the axle, and in this way the pedal is brought nearer the saddle. The adjustment thus obtained is sufficient to fit those who ride a wheel as low as a forty-eight-inch, or as high as a fifty-six-inch, and all intermediate sizes of course.

additions, viz., the 'Special Singer,' a light roadster, with ball steering and many valuable points, and the 'Miniature,' a perfect little cycle for youths. In tricycles a cheaper form of the 'S. S. S.' and a new pattern, the 'Special S. S. S.,' are added, the latter a light roadster, with brakes to all three wheels and other special points. A new 'Miniature' has also been added. In tandems the 'S. S. S.' is considerably altered, and is greatly improved. Prices have been revised and in many cases reduced, while Singer ball pedals (square rubbers) are also in most patterns included without extra charge. The tires on nearly all our cycles are now fixed by patent corrugated wire, no cement being used. Tires so fixed cannot accidentally come off. This principle was so perfectly successful during 1887 that we have adopted it almost entirely for this season. All difficulties in connection with the manufacture of these tires have been entirely overcome. In war cycles we have some special designs. We were the first to take up this question seriously, and we are the first (and at this date the only) manufacturers who have a contract with the War Office for military cycles. These being an entirely distinct class of cycle, they do not appear in this catalogue. The 'Victoria' and 'Carrier' cycles have met with great success; these are fully described in separate lists."

The firms of Hillman, Herbert & Cooper, Messrs. Starley & Sutton, the Coventry Machinist's Company, and Bayliss & Thomas, were also visited, and the former firm (through Mr. Herbert) informed me there was nothing new to offer beyond the fact that more care would be used in the testing of machines for the coming year.

#### THE COVENTRY MACHINISTS' PEOPLE STATED

that their well-known mounts would be next season further improved if possible, and a few novelties in safeties would be introduced, while the tricycle and tandem would be a No. 1.

The Swift will be improved and made lighter, and they may possibly make a cheaper grade. The Marlboro' will have a few minor improvements, and a light tricycle, weighing about 56 pounds and suitable for good roads and scorchers, will be placed on the market. The company generally had an exceedingly prosperous year in 1887, the returns showing a very large increase. I notice at an auction sale last month, some Coventry Machinist's Company's shares, £50 paid fetched £76, and £30 paid fetched £50.

Starley & Sutton had nothing new to offer, and I think the latter firm has not got over their aversion to American visitors yet, as there seems to be a lurking belief that all Americans visiting the works are only mechanical spies, come to "spy out the land," and steal all the "new" points possible. The Starley monument is still in the same place, and the marble figure pointing to the skies more

than ever brings back my memory to the greatest of all cycle manufacturing pioneers, "good, old Dan Rudge, Proprietor of the Tiger, Wolverhampton."

#### MESSRS. HUMBER & CO.

still hold sway in Lyndon cycling, and the next season will see more Humbers than ever. This is partially due to the energy of their London managing partner, M. D. Rucker, the hero of the military cycling trials at Aldershot. Mr. Rucker is now, in conjunction with Col. Saville and Mayor Fox of Aldershot and others, arranging a great sham battle between cyclists and the "foreign invader" for the county of Essex at Easter. It is proposed to have a large number of cyclists armed to the teeth, who will deploy over an area of five miles' wide, and will, I hope, make it "blooming 'ot" for those "sojers" who dare to face our fleet-footed modern armies. By the way, would it not be a good thing to put all the M. As. in the front, so that there would be less trouble to the racing boards of both countries? They may all get killed; who knows?

I was startled on going up Fleet street by the *Daily Telegraph* office last week on reading on the newspaper bulletin the following prominent headline:

#### "A CYCLING WAR—A FACT."

I thought Major General Hillier and staff of England had declared war against Generals Fourdrinier and Dean, of the United States, "rustlers," but on purchasing a paper I found an article on the Easter sham fight. The papers devote space to the novelty.

London, Jan. 11, 1888.

SENATOR.

#### CHANGE OF FIRM.

The partnership heretofore existing between Sam'l T. Clark of Baltimore, and Jos. M. Naglee of Philadelphia, is hereby dissolved by mutual consent.

Baltimore, January 23, 1888.

SAM'L T. CLARK.

JOS. M. NAGLEE.

The undersigned Company, having been incorporated under the general laws of Maryland, have this day purchased the business of Sam'l T. Clark & Co., and will in future carry it on under the caption of "The Clark Cycle Co. of Baltimore City," collecting all accounts and assuming all liabilities.

I. S. WEAVER, President.

2 and 4 Hanover Street, Baltimore, Md.

MR. W. C. OVERMAN, Treasurer of the Overman Wheel Co., is in Florida for a few days.

## Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

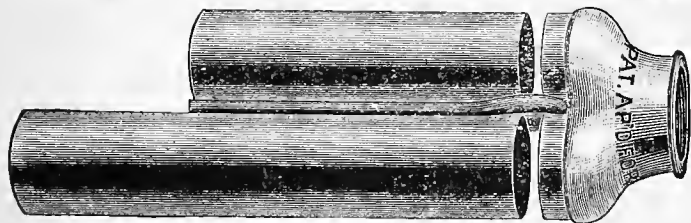
GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



## Bicycles on Easy Payments.

New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



Duplex Whistle. Price, 50 Cents.

Tone loud and clear, with none of the harsh, grating sound usual to whistles designed for this purpose. Riders who have used the old Duplex Whistle have found it to be very inconvenient on account of the great amount of force required to produce the sound necessary to be heard at a distance. This is entirely overcome in these new whistles, as the very slightest effort is all that is required to blow them. Address all orders to

Springfield Bicycle Mfg. Co.,

Ask Your Dealer for  
The Springfield Roadster Whistles  
AND

Yost's Air-Drying Enamel.

The Best Ever Offered. 50 Cents per Bottle.



Single Tube Whistle. Price, 40 Cents.

No. 9 Cornhill, Boston.

**REPAIRING,**  
**NICKELING and ENAMELING with HARRINGTON'S celebrated**  
**ENGLISH ENAMEL.**

We are the only house in the United States using the English process of stoving enamel. Send your Bicycle or Tricycle to us NOW for repairs, and avoid the rush when the riding season opens.

A large stock of second-hand machines for sale. All Grades, all Makes. **Send for List.**

**W. B. EVERETT & CO.,**  
 6 and 8 Berkeley Street, - - - - - BOSTON, MASS.

**WHEELS FOR 1888.**

Our Bicycle Catalogue for the season of 1888 is now ready to be mailed to those interested.

**ALL GRADES, ALL SIZES, ALL PRICES.**

Those contemplating a purchase will do well to examine what we have to offer.

**AGENTS** Especially should carefully study our line before contracting for their season's supply.

FACTORY AND OFFICE,  
 784 to 794 Madison St., CHICAGO.

**St. Nicholas Mfg. Co.**

**The COVENTRY MACHINISTS' COMPANY**  
**LIMITED.**

Our Catalogue for 1888 is in preparation, and a copy will be mailed to all who will send us their name and address on a postal card.

It will contain full particulars of the Club Cycles:

**Marlboro' Club Tricycle, Marlboro' Club Tandem, Swift Safety.**

**239 COLUMBUS AVENUE - - - - - BOSTON, MASS.**

HAVE YOU SEEN THE



# NEW LINE



OF COLUMBIA MACHINES FOR 1888?

CATALOGUE FREE.

POPE MFG. CO., Boston, New York, Chicago.

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## The Rudge Agency.

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The Rudge Agency, recently relinquished by Messrs. Stoddard, Lovering & Co., will be continued at the same place, 152 Congress St., Boston, Mass., by

**H. M. SABEN,**

who has been actively connected with the agency during the past two years.

The 1888 Rudge Catalogue is now in press.


**BICYCLING WORLD**  
 DEVOTED TO THE INTERESTS OF CYCLING


Published Every Friday at No. 12 Pearl Street

\$1.00 a Year.  
5 cents a copy.

BOSTON, 10 FEBRUARY, 1888.

Volume XVI.  
Number 15.




 CYCLING IN AMERICA HAVING PASSED ITS PIONEER PERIOD, THE QUESTION NOW IS NOT, "SHALL WE RIDE WHEELS?", BUT, "WHAT WHEELS SHALL WE RIDE?" THIS QUESTION HAS BEEN DECIDED TO THE COMPLETE SATISFACTION OF A LARGE PROPORTION OF THE WHEELMEN OF THIS COUNTRY BY THEIR EXPERIENCE WITH THE VICTORS, A LINE OF WHEELS OF THE HIGHEST GRADE, PRESENTING MORE THOROUGHLY GOOD FEATURES THAN ANY OTHERS.

**THE VICTOR LIGHT ROADSTER.**

THE STRONGEST, HANDSOMEST AND LIGHTEST RUNNING BICYCLE MADE. IT HAS EARNED ITS REPUTATION AND WILL SUSTAIN IT.

**THE VICTOR SAFETY.**


IN '87 ITS SUCCESS AMOUNTED TO A POSITIVE HIT. MODEL FOR '88 GREATLY IMPROVED. THE ONLY SUCCESSFUL TYPE OF SAFETY BICYCLE. ADJUSTABLE TO ALL SIZES.

**THE VICTOR TRI-CYCLE.**

BUILT TO BEAT THE WORLD, AND HAS NO TROUBLE IN DOING IT. LIGHT, STRONG, GRACEFUL! PERFECTLY ADAPTED FOR BOTH LADIES AND GENTLEMEN.

**THE VICTOR JUNIOR BICYCLE.**

INTRINSICALLY THE BEST YOUTHS' MACHINE EVER OFFERED. TANGENT SPOKES, BALL BEARINGS, SPADE HANDLES, VICTOR SADDLE—EVERYTHING RIGHT! SIZES, 38 TO 50 INCH INCLUSIVE.


 It is impossible to give any adequate description of these goods here, but we ask you to send for catalogs and full particulars regarding them.

**OVERMAN WHEEL CO.**

MAKERS OF VICTOR CYCLES AND ACCESSORIES  
BOSTON MASS.

# THE STAR BICYCLE.

MADE BY THE H. B. SMITH MACHINE CO. OF SMITHVILLE, N. J.

The only practical safety in the market combining Speed, Safety and Comfort.

It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

'87 machine now ready for delivery, and includes many radical improvements. Send two cent stamp for catalogue to

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E. & H. T. Anthony & Co.

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agents for the Celebrated  
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Amateur Outfits in  
great variety from \$9.00 up-  
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call and examine.

More than Forty Years  
Established in this line  
of business.

STEEL BALLS  
FOR ANTI-FRICTION BEARINGS.

—OF BEST CAST STEEL.—

HARDENED, GROUND AND BURNISHED.

16 to 3 diam. Samples and Prices on application.

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Of all kinds a specialty. Send for estimate.  
The largest stock of parts in the United  
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ican Wheels.

MURRAY'S,

100 Sudbury St., Boston, Mass.



SECOND-HAND GUNS AND REVOLVERS  
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio,  
for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

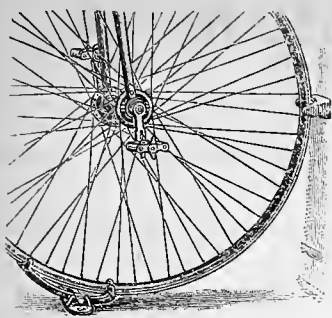
## ERRATA.

During the month of December, 1887, a ridiculous mistake crept into our advertisement in this paper giving the 10-mile time of Oxborrow and Allard on a tandem as being 72 min. 56 sec.

The Correct Time is 27 Min. 56 Sec.

CUVENTRY MACHINISTS' COMPANY,

239 COLUMBUS AVENUE



## THE Buffalo Bicycle Stand

—FOR—

CLUB HOUSES & DEALERS' WAREROOMS.

This device is confidently offered as the best thing of the kind yet placed on the market. It is small, cheap and durable, and holds the machine firmly without injury to the tires.

Only one small piece fastened to the floor, offering little obstruction to the broom in sweeping.

Properly placed, the stand will hold any wheel from fifty to sixty inches in size.

The parts are held securely by three small screws which do not injure the floor or wall very much, and are easily removed or changed.

The stand is made oblique to the wall so as to allow the machines to stand closer together without their handles interfering.

Price, 50 Cents.

**E. N. BOWEN,**

585 Main Street, BUFFALO, N. Y.



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Drawings and specifications prepared and filed in the Patent Office on short notice. Terms very reasonable. No charge for examination of models or drawings. Advice by mail free. Patents obtained through Munn & Co. are noticed in the SCIENTIFIC AMERICAN, which has the largest circulation and is the most influential newspaper of its kind published in the world. The advantages of such a notice every patentee understands.

This large and splendidly illustrated newspaper is published WEEKLY at \$3.00 a year, and is admitted to be the best paper devoted to science, mechanics, inventions, engineering works, and other departments of industrial progress, published in any country. It contains the names of all patentees and title of every invention patented each week. Try it four months for one dollar. Sold by all newsdealers.

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## The Standard Cyclometer.

Greatly Improved for 1888.

Simplest and Best Instrument ever Invented.

The Reasons Why:

It has stood the test for accuracy.

It has proved itself the strongest and best made cyclometer on the market.

It has been in use several years, and its merits are well established among wheelmen.

Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



REGISTERS 2500 MILES.

We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we place upon the market an instrument that seems absolutely perfect in all its workings. We furnish a certificate of accuracy with all instruments. In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, \$10.00.

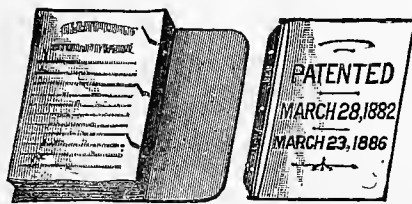
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Send for Circular.

WESTFIELD, MASS.

## BIND "THE WORLD" YOURSELF.

A binder keeps the covers clean, keeps the file complete, and keeps back numbers where they can be easily referred to.



The beauty of the UNIVERSAL BINDER is that its back varies in width according to the thickness of the matter between the covers, so that, whether the binder contains one WORLD or a dozen, it looks almost exactly like an ordinary bound volume, and the magazine can be opened with perfect ease. The Binder does not hurt them for stitching later on, and some or all of them can be removed at will.

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No. 12 Pearl St., Boston, Mass.

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Subscribers may receive the BICYCLING WORLD, post paid, at the following rates:

One year, in advance.....\$1.00  
Six months " ..... .75  
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Single copies are for sale at the following places:  
New England News Co., Franklin St., Boston.  
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G. E. Bidwell, 313 W. 58th Street, New York,  
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**FOR SALE**—58-inch Expert Columbia, 1886 pattern, at \$85; 60-inch Harvard, \$25; 57-inch Am. Star, \$30; 50-inch Am. Star, \$35; 56-inch British Challenge, \$95; 55-inch Premier, \$30; 50-inch Champion, \$75. For particulars address JULIUS ANDRAE, 225 West Water street, Milwaukee.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



### HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

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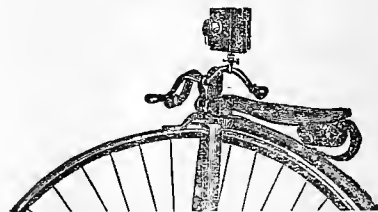
For CHEAP EXCURSION To

**CALIFORNIA.**

\$72 from St. Louis via Iron Mountain Route  
\$60 from Kansas City via Missouri Pacific

Tickets are good for six months, limited to sixty days for going passage with stop over privilege at pleasure within limit of west-bound passage. Special excursion trains leave St. Louis via Iron Mountain Route, February 16th and Kansas City via Missouri Pacific Railway, February 17th. All coupon offices in the United States and Canada will sell tickets to Los Angeles, San Diego and San Francisco for this EXCURSION.

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# The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

The Only Absolutely Safe Wheel  
Against "Headers" Made.  
It is the Best, and it is also the  
Cheapest.  
Do not buy a wheel before you see the  
SPRINGFIELD ROADSTER.



This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered the public for the money. Best class of cold drawn weldless steel tubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

## The 1888 Pattern Springfield Roadster for \$100,

has ball bearings all round and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag; workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels are identical. Those who purchase plain bearings can at any time have the ball bearings added if they so desire at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

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# 1888 NEW MAIL!

LOOK · OUT · FOR · IT. READ · THIS · CAREFULLY.

No Higher Grade. No more successful wheel ever appeared in the market than the NEW MAIL LIGHT ROADSTER brought out by us last year, of American Manufacture. All Parts Steel Forgings and Strictly Interchangeable. **THE ONLY WHEEL** having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one-half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's NEW MAIL, and as they are the opinions of well-known, and many of them hard riders, Stronger Evidence of the Merit of a Wheel Cannot be Offered. Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically, that the true MERIT of the Trigwell Patent, may be clearly understood. We wish to impress these facts: That

We control the Trigwell and others **Cannot Use It**. That the Trigwell is the Only Ball Head confining the balls. That we were the **First** to adopt the Ball Head, and hence have had the most experience with it, and we **Declare** the Trigwell, which we have used two and one-half years, a **Magnificent Success**. Simple for repair, in case of accident, and more durable than the cone. The best proof of this success is our declaration for the coming year **We Do Not Alter the Head in a Single Detail**. Every part has been **Dead Right**, and no change required. Don't book your order for a new mount till sending for Descriptive Catalogue of New Mail, out February 1st. Send you name **Now**. Good Agents wanted in every town. Our former agents requested to write us **At Once** if wishing to continue, and book their orders for early deliveries.

Price \$5.00 Less Than Last Year. Can Now be Seen at Our Warerooms.

WM. READ & SONS, 107 Washington St., BOSTON.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 10 FEBRUARY, 1888.

THE Executive Committee, in its scheme for re-organization of the League, has deemed it best to relinquish to other hands the publication of the *Bulletin*, while retaining control of its official character. To accomplish this result it has entered into a contract with the publishers of this paper, and on and after March 2d, the BICYCLING WORLD AND L. A. W. BULLETIN will be issued as one paper. While the responsibility and care of publication will devolve upon the BICYCLING WORLD Co. and its present staff, the League will retain control of sufficient space exclusively devoted to its official requirements. The standard of the joint publication will not be changed from that of the BICYCLING WORLD except as in the past, where we can improve. The combined circulation of the WORLD and BULLETIN will exceed that of any other cycling weekly in the world. This fact we call to the attention of the general advertising public as well as our patrons, as of significant importance.

THE position of official organ is not a new one to us, for when the League was first founded at Newport in 1880, on motion of Mr. Longstreth of Philadelphia, the BICYCLING WORLD was made the official organ of the League. This position it held for three years, when the *Wheel* received the honor. A year later the *Cyclist and Athlete* tried its hand, until the League undertook to do the publishing of its own organ, which it has continued to do up to the present time. We can only hope that the new arrangement will be satisfactory and beneficial to all concerned.

WE present in another column an epitome of what the proposed re-organization scheme of the League is to be. In this brief report it is plainly to be seen that the Re-organization Committee desire to cope with the more serious and important questions of the League government and welfare. The general idea we presented last week in our own language; this report is official and should be carefully perused by all. We like the ring of the document, and we think the members of the League will also like it.

## SCHEME OF REORGANIZATION.

WE are under obligation to the Secretary-Editor for the outline of facts in regard to the reorganization scheme of the L. A. W., as will be presented to the next general meeting. The committee consisted of Messrs. C. H. Luscomb, C. H. Butler, James R. Dunn and George R. Bidwell. The report says:

"Generally stated and as at present decided, the committee will recommend reorganization, practically upon the following lines: Recognizing and asserting the principal object of the L. A. W. to be to protect the rights of its members, to secure for wheelmen all the rights to which they are entitled, and to cause improvement in the condition of the public highways.

The League has too long suffered its energies to be diverted from the more important channels and wasted upon minor considerations affecting a very small fraction of our membership, neglecting the greater issues, while seeking to establish a hair-line, amateur distinction, of little, if any importance to the great body of wheelmen,

The National body should be representative, and State Divisions self-governing and self-supporting, uniform, however, in method of government, fixing their own dues and spending their money in and for their individual benefit, only contributing to the National organization enough to pay its running expenses, except in emergencies.

Small States, unable to accomplish work, by reason of limited membership, should be combined into territorial divisions of 100 or more members, due regard being had for locality, and so be supplied with equal opportunity to regulate their own affairs, with the larger States.

There should be a National Assembly, composed of delegates elected from and by the several State and Territorial Divisions, together with their Chief and Vice Consuls, thus securing a smaller National Board, and constituting it of representatives elected by the membership at-large (Consuls and Vice Consuls) and delegates chosen by the Division Boards. The body, thus created, combines both methods of selection, and cannot fail to be fully representative. General representation in Divisions should be one for each 100, and delegates to the National Assembly, one for each 200 Division members.

A change should be made in the fiscal year and the time of renewals, whereby the work of recruiting the League may be done in the riding season, when Consuls and representatives are directly among the members.

There should be provided privileges of addition representation for League clubs, securing to them, as such, a voice in the administration thereof. The maintenance of League clubs is a strong feature in the growth and permanence of the L. A. W., not only because each such club is a recruiting station for the League, but also because the clubs, generally, being conservative and well maintained, bring their stability to the L. A. W., and add materially to its power and influence in affecting the good work for which it was formed.

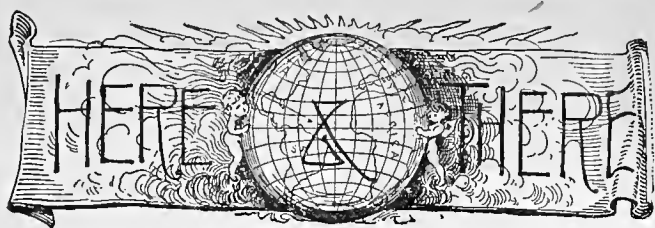
There should be strong committees in the National Organization, equipped to advise and aid Divisions in the directions wherein they may seek to carry out plans for the advancement of wheeling interests; localizing all work, as far as possible, and providing a means whereby the strength of the whole organization may be concentrated whenever and wherever the occasion may demand it. The Committee is of the opinion that far too much importance has been given to the maintenance of the amateur rule, and although believing that good moral character and age limit, is the qualification upon which should depend membership in the L. A. W., it prefers not to depart too far from a line at one time demanded by the membership, until that membership shall indicate, without shadow of uncertainty, that it also believes the time for the abolition of the amateur distinction has arrived.

The present cumbersome means of acquiring membership should be changed, and any applicant of good moral character, eighteen years old, should be entitled to admission, after two weeks' publication, unless protested in the membership committee.

SOME papers, especially the foreigners, do not seem to be able to get it through them that we moved from Pemberton Square nearly two years ago. There is no No. 8 Pemberton Square now.

THE Kempster rowing tricycle has made its *debut* in England, with Wallace Ross "up." We are honest in our doubts of its ever being a practical road machine. They call it the "Road-sculler" in England.

MALBY, the celebrated trick rider, has arrived at his home in Connecticut. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Malby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.



## ENGLISH LETTER.

"SENATOR."

FROM the mountains and valleys of picturesque Wales I now salute the BICYCLING WORLD's readers. I have had the pleasure of spending many spring-times and summers in this locality and in truth the old farm-house, which stands about the centre of the county which divides England from Wales (it being in England by a few hundred yards), looks as inviting as the day I left it to seek "fame and fortune." True, most of the contemporaries of my youth (male and female) have, like the young birds, flown from the parental nest, and like myself are wandering up and down the land. The old-fashioned Baptist Chapel, lighted by oil lamps and wax candles, whose perfume is often more successful in keeping the country audience more wakeful than the artist in the pulpit, is quite a contrast to the splendid church of the renowned Spurgeon of London, whom I had the pleasure of seeing and hearing two weeks since.

I THOUGHT this morning I had developed into quite a crack shot, as when out shooting with an old friend of my youth, Colonel Charles Byrde, our local magistrate, a pheasant "got up" and I banged away both barrels, and down he came; but on the dog's catching him after a ground run, it was found he was possessed of only one wing, the other had evidently been shot off some months since. I had not touched him; so my friend smiles when my shooting abilities are talked of.

I AM here for rest and recreation, but my country friends are in truth making rest out of the question. My week's engagements as written down on a slate are as follows: Monday—Rabbit hunting and coursing; Tuesday—Fox hunting with the hounds; Wednesday—Pheasant and partridge shooting; Thursday—Chairman at the twenty-fourth anniversary of local Sunday school; Friday—Dinner invitation from Colonel Byrde to meet old friends; Saturday—Go to town and talk to the country people who assemble to sell ducks, etc.; Sunday—Invited to preach in local Baptist church. So you see they are making it hot for me. "I came here for rest (?)."

THE trick riders are raising merry Cain in London; "they all want the championship of the world," and won't be quiet until they all get it, so says the *Sporting Life*, in which the war wages. Maltby and Kaufmann, both Americans, are the most eager to cross swords, and the former, a Birmingham (Conn.) lad, is, in my opinion, the best man; he certainly has offered the Rochester man the best of arguments and terms to come forward and see "who's who." Temple of Chicago says: "Hold on, boys, if Howell and Wood don't challenge me twice within fourteen days, I'll 'clip in' and see what Chicago can do." Little Hurst of Toronto, who is touring in the provinces, sent up a shout the other day, and says he defeated Kaufmann at Buffalo in a contest, and wants to "chip in," and an unknown (to modern riders), Martine by name, says: "I'll take a turn at the wheel." So wages the war in the trick world. In the midst of all, D. J. Canary (the relic) is performing at Newcastle-on-Tyne, "and openeth not his mouth." What did I say a short time since? Canary is no longer an artist.

THE popular Irish-American, W. M. Woodside, is now in Ireland attending to the last will and testament of his late respected father. Woodside is now possessed of property in Philadelphia, Pittsburg, and Ireland, worth, it is estimated, over a hundred thousand dollars. He is not as yet tired of a professional life, and his letter to me, in which he says, "as long as you are satisfied that I can be of use to the American team, my services are at your disposal. I should like to visit the Continent and America again," shows the fever is yet strong on the Philadelphia lad.

I RECEIVED a long letter from John S. Prince, ex-American champion, the other day, in which letter John enclosed many newspaper cuttings, I suppose for my own special benefit. In one I read of an astounding challenge issued by persons called "Stillman Georgous Whittaker" and "John Shillington Prince," for the "world's," as usual. Well, if the highfalutin names don't knock Dingley and Company out, they ought to. Prince says: "I'm going to try and

recover my lost position in the racing world." I might tell Prince he is too late. It will be shutting the door after the horse has escaped. Prince's day has come and gone forever and forever. He will always be a good long-distance man, but never fast for a mile. His 2.39 was the great mark of his racing life. He run it by accident, and can never beat men like Howell, Temple, Woodside, Neilson, and Rowe again.

YOUR Minneapolis lively "Gentleman John" is now roaming the streets of Edinburgh; he was there at least ten days ago, as I received a special "illustrated letter" from "good, old Bruce," full of fatherly advice as usual. He told me of meeting an only sister who had developed into a lovely girl, and grown so much that he could scarcely recognize her. A true brother and friend is J. P. Bruce. He promised to meet me in London, but the sudden sickness of a near relative spoiled his plans, so we did not meet. I understand Mr. Bruce has fallen heir to over forty thousand dollars in this country, and his present trip is to settle affairs up. I understand he will visit Coventry and other centres before returning. His letters will no doubt be very interesting.

THE Birmingham local centre of the N. C. U. was in open revolt recently over a batch of "impertinent" queries put by the London parent to our "Billy" Illston, "Bobby" Cripps and several of the Midland racing lights. The local centre kicked, reared and plunged so much that Finlay & Co., London, got scared and sent a case of Mrs. Winslow's soothing syrup to the boys, who on the Londoner's solemn assurances "not to do it again," forgave them, and the N. C. U. still lives, but only lives or drags on a miserable existence.

MR. FRED ALLARD, the crack tricyclist, now a "suspend," asked me the other day if I could "make it worth his while to turn professional." "Of course I am a 'Pro.' as judged by the N. C. U.," continued "Freddy," "and will next season be open to meet all comers on the three-wheeler." Allard, Oxborrow, Illston, Cripps, Wareham, Englehardt, and Buckingham are nothing but "Pros.," and should be classed as such.

I RECEIVED an invitation to dine with a famous cycling Baronet the other day, "Sir George Featherstone, Bart.," President of the Tenby (North Wales), Cycling Club. It was the occasion of the club's semi-annual feed with its cycling noble in the chair. An apology for the pain of having to refuse was duly sent.

THE French team who have been with us recently have given us much satisfaction, and two more trustworthy, respectable and better men than Jules Dubois and Charles Terront would be hard to find.

THE *Cyclist's* Christmas number, the "Lantern," has been sold out twice, so a third edition is necessary. That alone speaks volumes for Henry Sturmeys 1887 effort—a thorough *resume* of everything in 1887 appertaining to cycling that was thought of. No wonder Mr. Sturmeys cannot find enough time (like myself) to get married.

I WAS pleased to see that Mr. Charlie Howard had been promoted to the important position of city editor of your well-known Boston *Globe*. I know no worthier man for honor than Mr. Howard, and the promotion is the true reward for merit.

I SEE great prominence has been given to Dingley's recent records, and the statement that he beat W. J. Morgan's 8 and 24-hour records. When we take into consideration my "records" were the first day's performance of two six-day races, Mr. Dingley can't gain much from that. He made an attempt for the record. I did not.

THE American team will be full on the war path in a few weeks, and the manager is preparing an Easter surprise for the Britishers, and Howell in particular. Much challenging among Howell, Wood and Temple is now going on.

THE cold weather we have had of late has not interfered with the interest evinced in bicycling. The Schuylkill River with its fine smooth surface of ice has been alive with parties of tricyclers on singles and tandems.

The ladies were plenty, and seemed to enjoy themselves immensely on the ice. Skating was knocked completely out, and the fastest skater was left far behind by the tricyclers. Some enthusiasts thought they would try it on the ordinary bicycles, but found that those machines were not calculated for ice, and soon gave it up, in fact, had to give it up, and in many instances departed for home a great deal sorer, sadder and wiser than when they started, and it is not likely they will try the experiment again in a hurry.

THIS appears to be the season for prizes. One-thousand-mile medals will be given by the South End Wheelmen to all members who ride that distance during 1888, and an extra bar for every ad-

ditional one thousand miles covered. The Tioga Wheel Club's prize consisting of the club silver cup and gold medal was awarded to Richard Dallett for riding the greatest number of miles during 1887, he having covered 2502 miles. For the greatest number of rides of over three miles each, a gold medal was given to I. Van Deusen, Jr., and for the longest ride in one day, the distance being 103 miles, C. S. Liesen carried off the gold medal.

SPEAKING of prizes, Fleming and Collins are mighty proud of the gold medals they received from the Century Club for being the first two members to cover one thousand miles on the machine. A number of other members of the club received bronze medals for riding one thousand miles during the year.

If you were here you might be one of the fortunate recipients of the handsome invitation cards to the grand house-opening of the Pennsylvania Club on Washington's Birthday.

PERHAPS you may not have heard of our Frankford Club. It is a small, but a remarkably healthy and vigorous one, and can boast of two or three good riders. Well, they have elected their new officers for the ensuing year.

A MOST enjoyable time was had last Thursday at the Century Club's "Smoker." George Brown was a whole reception committee, and the moment you entered you were made welcome. The Century Quartette did some fine singing, and Collins made a hit in singing the "Prodigal Son." We certainly hope to receive an invitation to the next one. The South End Club's Bugle Corps is a beauty. W. W. Roberts is the leader, and there are eight members.

We are to have a new quarter of a mile cinder bicycle track. It will have a gravel foundation under the cinders, and will be raised on the outer edge. The Tioga Athletic Club will build it round its new grounds at Bellevue, as soon as the weather will permit.

THE name for the new cycling organization is to be the Associated Cycling Clubs of Philadelphia, and the clubs included are the Germantown, Philadelphia, Tioga, Century, South End and Pennsylvania.

THE extremely severe weather is over, and society now will have an opportunity for enjoyment. There are long and interesting programmes to be executed, but Lent will suddenly terminate all outward enjoyments, and fashion and beauty will draw the customary cowl over their eyes for forty days. Our fashionable people will, as usual, migrate to our nearest sea-side resort, sixty miles, Atlantic City, where the days are lovely and the time seems to pass on wheels.

THE tournament of the Amateur Athletic Bowling League, in which teams from the New York, Brooklyn, Jersey City, Elizabeth, Roseville, Orange A. C.s and Palma Club of Jersey City compete, is drawing to a close, and the finish

#### NEW JERSEY NOTES.

##### "RATCHET."

is likely to result in some fine work, as the Jersey City and Palma teams are tie on 7 won and 3 lost, and New York close up with 6 won and 4 lost. Elizabeth has won 6, lost 5; Roseville, won 4, lost 6; Brooklyn, won 3, lost 7; Orange, won 3, lost 8. But six games yet remain to be played, and as Jersey City has to meet Palma and Elizabeth, New York to meet Palma and Roseville, Brooklyn to meet Orange and Roseville, a little figuring will show that some change may occur, though of course the two games last mentioned can have no bearing on the result.

HOWARD A. SMITH was to pilot a party of three-wheelers to Paterson over the ice on Sunday, but the rain on Saturday knocked spots out of the trip.

E. J. DECKER of this city only missed four days' riding during January, and pushed his Springfield Roadster over about one hundred miles of ground during the month.

D. B. BONNETT, the "vet." of the Elizabeth Wheelmen, is not to be driven from his favorite pastime, as I saw him merrily bowling along High street on one of the coldest days last week (and some of them were cold), his mount being a rear driver.

A WARM, drizzling rain which set in on Saturday morning and kept at it until Sunday morning, has put our streets in a beastly condition, and even the tough urchins, who usually stand almost anything, have been compelled to give up their favorite sport of coasting on the side streets.

MR. EDITOR, will you kindly inform me what target is used by the Warren Wheel Club in their rifle practice, and the distance? Judging from the score published, I should think they used the "American Standard," on which the bulls-eye counts 10, 9 and 8. If, however, they use the "Massachusetts Decimal," their scores are very

low. The latter target, on which the bulls-eye counts are 12 and 11, are used altogether on the ranges hereabout. [Will ascertain and advise.—ED.]

THREE months yet to the Inter-club road race, but the boys are beginning to talk it up already. The Union County Wheelmen, I am told, intend to put in a better team than ever. I haven't heard whom the Hudson Countys will put in for fourth man, but he will have to be a good 'un to keep up his end with Kluge, Stenken and Baggott.

OUR Billy's gone over the ocean;  
Our Billy's sailed over the sea;  
And if he should lick Dickey Howell,  
How happy our Billy would be.

Ah there, stay there,  
On t'other side of the sea;  
Ah there, stay there,  
Or bring Dickey's scalp home with thee.

#### PITTSBURG and VICINITY.

##### "DUQUESNE."

MR. EDITOR, you failed to take the right meaning out of my squib last week on Rover type machines. The "experiment" did not refer to the machine, but to the change from the ordinary to the Rover type, just as two wheelmen might throw aside their single mounts and get a tandem (to try the experiment). The tandem's utility has been proved, but it would be an experiment to them unless they had ridden one before.

So they are going to cut down the representation in the L. A. W. Board of Officers. I think it a good scheme, as the more power is centralized (up to a certain limit) the more responsibility is attached to an officer. This will necessitate some scrambling by seekers for office in some sections, but there are two representatives here who have no longing for office, Messrs. H. E. Bidwell and S. H. Murray. Both of these gentlemen have said that they have had enough, and that they will no doubt be glad to drop out.

RATCHET, thank you for the information. I'll have to buy or borrow an "Indispensable," now.

#### RECORD OF

#### THE WEEK.

DURING the late baby blizzard that we enjoyed we became so cold in our sanctum that we could scarce pen the items that our Devil was loudly calling for. Our brain seemed to congeal, and our fingers became numb and refused their office. We tried every method we could think of to get warm, without avail; we were rapidly becoming numb, when, happy thought!! we grabbed a bound copy of Dante's *Inferno*, a copy of the *Spectator*, and one of the *Wheelman*, and then we sat on the collection and pondered on the matter that was beneath us. These thoughts and the warm character of the literature which served as our cushion, soon sent the blood madly coursing through our veins, raised the temperature of the room to such a height that we had to open wide the windows and let out the super heat. Hence the January thaw and the balmy condition of the air during the first part of the week. Fact!

THE Boston Bicycle Club will take their annual dinner at Parker's to-morrow, Saturday night.

Pastime is a new weekly devoted to sport. It essays to cover all branches of athletics and sports.

THE plan of re-organization as outlined by the Executive Committee can but be one that will insure universal satisfaction.

AUSTRALIA is now enjoying the height of the cycling season. Green grass, balmy breezes, straw hats and palmleaf fans are the order of the day.

THE Troy Club held a very enjoyable entertainment last Monday. Boxing, fencing, bicycle drill, and tugs of war went to make up an interesting programme.

FENLON, the crack London cyclist, and Captain Whitney of the Boston Club are both going in for sheep farming; one in New Zealand and the other in New Mexico.

LYNN Item seems to think it about time to present Mr. Jack Prince at the baptismal font of the L. A. W. That's good enough, and why not crowd in our friend, Mr. McCurdy?

ELWELL of Portland is undoubtedly the great touring projector of this country. His latest scheme is to organize a party to "do" England and Ireland during the year 1889. If Mr. Elwell starts in earnest to put the tour through it will go and make no mistake.

Good looking F. F. Ives, he late of the Victor team, will abandon the professional ranks, and take it out of humanity by extracting teeth and turning molars into miniature gold mines.

THE great Stanley show in London for 1888 will be an incident of history by the time this paper reaches our readers. The Pope Mfg. Co. have space in the exhibit. This is carrying the war into Africa.

THE *Item* seems to think that the element of cohesion is wanting in the make up of the "Senator's" team. That may all be, but so long as the "galaxy" make money we opine they will cohere without much trouble.

Now that it will soon be our pleasant duty to appear before the members of the League every week, we shall aim to educate our readers up to the class-time-limit theory of racing. This and nothing more.

MR. RALPH TURNBULL, a cyclist living in Newcastle, Australia, is described as a man who races from the word "go" to the finish. He is described as being extremely popular and admired because of his plucky, dashing method of riding. We commend this method to the milk-and-water-highly-intellectual theorists. Would that the Turnbulls were more numerous.

SCARCE a month passes without some mention being made of an invention whereby it is claimed that steam can be applied successfully to the propulsion of the tricycle. Even as we write these lines we imagine we hear afar off tintinnabulation of the C.B. However, we desire to record the latest. In brief: The principal of the revolving piston is used, and the inventor is Rev. Thomas Jones, L. L. D., of Cudworth, England. It is further claimed that by this method *six horse power* may be extracted from a *one horse power boiler*.

AN exchange says that "John A. Wells of Philadelphia backs himself to ride up Corey Hill over his own signature." To climb up Corey without any such impediment in the way is a pretty good feat, but why throw his signature in the way? Sure it is not a big one, only just simply "John A. Wells," still it might stop him. Now if Mr. Wells will substitute the signature of Mr. Page of St. Louis, said signature to be as large and ponderous as the self esteem of said Mr. Gage, we will go a fiver on Corey and the sig. Yes, Corey Hill and the signature of Mr. Sage, the latter to be as large in proportion as the self-importance of the signer would be a dual difficulty that no living cyclist could surmount.

MR. J. H. SHURMAN comes bravely to the front with a proposition to race Messrs. Greenwood and Wells up Corey Hill. His proposition is to start the three men up Corey, and the man who stays on his machine the longest, to win the race. Mr. Shurman is willing to put up \$25 if the other two men will also put up \$25 each. The \$75 thus subscribed to be put into a fine medal, or \$50 to be thus applied, and the winning man to receive his entrance fee of \$25 back. Mr. Shurman also suggests that the Boston Club take charge of the details of the contest and superintend the affair. Mr. Shurman is in earnest, and would like to hear from Mr. Wells and Mr. Greenwood, and so would we. Mr. Shurman further says he would like to have the contest take place some time in May or during the first week in July.

WE rather think the following takes precedent as the "strangest on record." "Finishing my 301st mile for '88 on Friday last, on the last hill but one into Caterham, the front wheel of my safety picked up a large stone. This jammed up against the stays of the front mud-guard, which was immediately crumpled up like paper, the end carried into the front forks, three spokes knocked out, and, unfortunately, my left knee came in contact with the corner of the broken mud-guard, and it was cut to the bone of the knee-cap. I just managed to ride down to the Caterham Hotel, where I was put to bed, and the knee sewn up, &c. It will take some time to heal. Have you heard of any similar case? I have often picked stones up with the wheel, but never before with any bad result. With kind regards." We rather hesitate at starting a 'Singular Accident' column, but this does strike us as a complicated mishap. What say our readers?"—*Bi News*.

THE man who wrote the *Bulletin* that good beds could be secured for sixpence a night is criticised by nearly all the English cycling papers, one of which comments thusly: "We are perfectly certain that if he often put up for the night at hotels or inns in England, when on tour, for sixpence, he must have had to 'rough it' considerably, and dispense with many of the accessories of a lodging which civilization has taught us to look upon as necessities. Sixpence might cover the rent of a room for a night, but how could any landlord or landlady, even with advanced ideas on the subject of economy, throw in the cleaning of the appointments of the apartment and the needful attendance? We don't hold with those

who say 'tour well or not at all,' and, therefore, are willing to encourage the coffee-tavern movement to any extent, but we would never think of occupying, or looking for, a night's lodging for sixpence, and those Americans who think such are frequently met with in England will be vastly disappointed if they come over here expecting to find them."

THE English papers, *Wheeling* and the *Cyclist*, are by the ears because the former paper does not believe in the life-boat sustentation fund. The editors of *Wheeling* say that enough has been done by the cyclists of Great Britain in furnishing the boat, and they think the sustentation fund is piling it on too thick. So the war waxes fast and furious. In this article decrying the subscription, *Wheeling* says: \* \* \* "There is all too little money in the cycling world for public purposes as it is; and, this being so, riders should remember that charity begins at home. There are our roads in places disgracefully kept because no public volunteer association has funds enough to prosecute the selfish, greedy local highway boards who have succeeded to the turnpikes, and compel them to do their duty. 'Road-hogs' drive down unoffending cyclists, and the N. C. U. pleads insufficiency of cash to prosecute the offenders. Why? Because, or partly because, a philanthropic gentleman, with a paper at his beck and call, says—'Send your money to the Life-boat Sustentation Fund!'" \* \* \*

A LOUD knock was heard the other day on the door placarded "Racing Board;" on opening it, the worthy chairman discovered the manly form of he who is known in racing circles as Phil Hammel.

"I want to come in," quoth Hammel.

"Good, straight amateur now?" queried the chairman.

"Strictly pure and spotless," replied Phil.

"Stopped racing?" asked the inquisitor.

"N—o," drawled Phillip.

"Will you forswear the racing path hereafter?" demanded Dr. Cooley, making the crack of the open door smaller.

"Not by a d—elicious sight," yelled the pure Hammel, and the welkin rang, and re-echoed with the noise from a slammed door and poor Phil stood out in the Dakota blizzard trying to anathemize the R. B. but it was a frigid day for Phillip, and the words fell in frozen chunks on to the unsympathetic ground. Now, Mr. Percy Stone, you try your powers of persuasion.

AN excellent story comes from *Sport and Play* of how a certain novice, who had been very unsuccessful, ran a handicap race at a country meeting in England. He had won his first heat and was therefore in for the final. The novice's name was McStricker, and he hailed from the "Land o' Cakes." The final heat in due course came round, with the usual queries: "Are you going through?" addressed to the man from the land of the thistle. "I am, you bet," he said. Thereupon McSticker was drawn on one side, and asked to finish second; but, being a novice, the suggestion was repudiated with scorn, in fact the scorn measured nineteen feet by twenty-two feet, which shows its magnitude. The final was started and run, McSticker tried his hardest, but what he gained on the hill he lost on the flat, and the sixty yards man just managed to win by half a wheel. Mc. was riled and pumped out, though, as he had not backed himself, he did not care so very much. But what was his surprise and disgust, when, as he wheeled his machine off the track, a gentleman with a satchel slung over his back, came up to him and said: "You managed that race grandly, old man, and no one could tell you lost purposely; here's half a quid for you, you've saved me just sixteen pounds." Mc. took the half thick 'un, and thereupon resolved to retire from the path, as unfitted for the pure amateur.

"I CAN climb 'Snorie' Hill steen times with one leg and hold my breath," modestly murmured Gal Heenwood, as he flected a Missouri mosquito off the end of his proboscis. "What's that?" sharply demanded a man named W. A. Jells, who wore a wide-brimmed hat and sad-colored clothes. "I can climb Snorie Hill twice to your once, and I'll ride the machine backwards," excitedly shouted the soberly-clad individual, as he danced round in a paroxysm of defiance.

"I'll bet a million dollars that—that—that—" broke in a man who answered to the name Rack Dodgers, and wore a shiney hat and good clothes.

"Sic 'em!!!" said a small, still voice all the way from Boston. "Sic 'em, Snorie's Hill is a corker, but your talk, gentleman is a corker."

"Oh, shut up," said a man they called Rage, and who hailed from the city of Anhueser Busch. "Shut up, listen to me; you fellows from Boston are no gentlemen; you fellow from Philadelphia, what do you know about hills? Look at me, Dodgers, look at me hard, you pusillanimous personal pronoun, what do you know about hills or journalism? What do—"

# THE CLARK CYCLE COMPANY

SUCCESSORS TO

SAMUEL T. CLARK & CO., - - - Baltimore, Md.

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Owing to the increased business of the above firm in the past two seasons, during which time the

## New Rapid Bicycles & Quadrant Tricycles

Have become so thoroughly and favorably known to riders throughout the country, it has been found necessary to increase our facilities for handling this growing trade, and for this purpose the above corporation has been formed. And in making this announcement to the cycling public, we consider it an opportune moment to ask them to

**Remember**, that we were the first to introduce on the American market our now famous method of wheel construction, with **TRUE TANGENT SPOKES**, and that while every American Manufacturer of note has been forced to copy it, we still have, in all our **NEW RAPID CYCLES**, the **best** and **strongest cycle wheels** ever made.

**Remember**, too, that the **Quadrant Steering**, as applied to all our **QUADRANT TRICYCLES**, remains unequalled as a **perfect steering device** and **anti-vibrator**, without the use of springs to the front wheel.

**Remember**, first, last and all the time, that we shall be in the field for

## The Season of 1888

With a line of Cycles, all kinds, that cannot be surpassed in any respect.

WRITE FOR CATALOGUE.

---

**THE CLARK CYCLE COMPANY,**  
**Baltimore, Md.**

When we are compelled to use racing wheels to make records,

**WE SHALL SAY SO,**

but so far our ordinary road machines seem to be

**SPEEDIER,**

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

**350 1-2 Miles in 24 Hours,**

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

**323 \* MILES \* IN \* TWENTY-FOUR \* HOURS.**

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.


Add to this Dingley's track record of

**100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,**

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

**G. & J. BALL BEARINGS.**

 Catalog cheerfully mailed on application.

**Gormully & Jeffery Mfg. Co.,**

**CHICAGO, - - ILL.**

 Largest Manufacturers of Cycles and Sundries in America.

**J. S. MURRAY, Agent, 100 Sudbury Street, Boston.**

"Sic 'em," came the voice from Boston. "Bring on your men and Snorie—"

"Shut up," shrieked Mr. Rage. "You're an amateur, a poor, drivelling, amateur journalist. Look at ME. I am the exponent of all that is great. Fall down and worship ME."

And they all fell at the feet of this Quintessence of Wisdom and Worshipped him. But Rage was aroused, and casting his withering glance over the intervening space between Himself and Snorie Hill, He blasted that Hill and shrunk it so that in the place where the towering eminence once stood, a pit appeared, scorched as though by a volcanic fire. In His mercy, however, he permits us to breathe yet a little longer.

## WHEEL CLUB

### NEWS.

the use of the wheel. Tandems had a great boom in Providence last year, and now there are more ladies wishing to ride than there are tandems to be ridden. The Rhode Island Wheelmen will elect sixteen lady members at their meeting of February 13th.

THE seventh shoot of the Warren Wheel Club took place Tuesday evening, resulting as follows: Noble, 94; Anderson, 93; Savell, 91; Read, 90; McCormick, 90; Wiggin, 88; Frost, 88; Andrews, 87; Bicknell, 85; Smith, 82; Tobey, 81. The club would like to make a match with any team of five men from cycle clubs in Boston and vicinity.

ON the evening of Feb. 1st, members of the Rhode Island Wheelmen, to the number of fourteen, enjoyed a sleighing party to North Attleboro', where they were royally entertained by the Columbia Club. Supper at the Wamsutta House, and a social and dance at their cosy club rooms constituted the programme, which, with the long ride home by moonlight, made to the participants a most enjoyable time.

AT the annual election of the Melrose Cycle Club the following officers were elected: President, Dr. Charles L. Sprague; Treasurer, J. N. Hopkins; Secretary, George Sargent; Captain, Charles R. Coburn. The club will hold a grand promenade concert and ball in the Town Hall, March 2d. During the concert an exhibition of fancy riding will be given. A barge will run into the city at the close of the ball. It is hoped that a large number of out of town wheelmen will be present, as the club are working hard to make this one of the most enjoyable events of the season.

The Hudson County Wheelmen had a rousing big turnout at the annual meeting, held 2 February, at 555 Communipaw avenue, Jersey City. Among other important business transacted was that relating to the entertainment, which I mentioned last week. The date agreed upon is Friday, 2 March, and the place the Pavonia Rink. The Arrangement Committee reported the positive engagement of "Around-the-World" Stevens. The election of officers resulted as follows: President, Dr. E. W. Johnson; Captain, E. P. Baggett; First Lieutenant, W. E. Eldridge; Second Lieutenant, T. J. Gubelman; Sergeant, F. C. Sheldon; Right Guide, W. Robertson, Jr.; Left Guide, H. C. Pearsall; Secretary, T. F. Merseles, Jr.; Bugler, G. L. Bettcher; Color Bearer, N. C. Feury; Trustees, C. A. Stenken, H. Strongwell, F. Eveland. The programme is not fully decided upon as yet, but will probably include a parade, and a drill, with four cranks and four Stars in, beside the races and fancy riding by the "Star Kings"—McAnny and Stout, and others.

### MALTBY AT HOME.

W. S. MALTBY, the professional trick rider, arrived at his home in Shelton, Connecticut, after an absence of two years. He is only 21 years of age now, and we doubt it there is a man of his age who can show the record of travelling round the world on his own resources and return with more money than he started with. His reception at home was a brilliant one. The citizens turned out en masse, and gave the traveller a warm reception. As he arrived after dark the occasion was enlivened by a great burning of red fire and Roman candles. Since Mr. Maltby's start two years ago, his mother died, but in the interim his father married again, and so on the return of the son he saw his step-mother for the first time. During his trip he has covered upwards of 50,000 miles. He started from San Francisco, thence to Honolulu, Australia, Java, all the principal cities of India, then home via Egypt and Great Britain. Mr. Maltby's trip has been a success, artistically and professionally. He is open to a limited number of engagements through the Eastern cities, and any communications addressed to this office or to Mr. Maltby at Birmingham, Conn., will receive prompt attention.

### A BICYCLE BALLAD.

WHEN Charley Smith reached sixteen years  
He settled in his mind  
'Twas time he had a bicycle,  
But cash was hard to find.

By dint of strict economy,  
And by persuasion's force,  
At last his wish was gratified—  
He bought his iron horse.

No wretched bone-shaker was his,  
'Twas made of polished steel;  
Charles said that he could never know  
A *wor* on such a *wheel*.

At first it took a devious course,  
And scorned to be controlled;  
It seemed to have an imp inside,  
Which would not be cajoled.

A zigzag motion it preferred—  
It seemed to have a whim  
For travelling upon its side  
Instead of on its rim.

But Charley, though a tyro, meant  
His object to acquire;  
He did not tire o' trying hard,  
To keep it on the tire.

Hard-won success at length was his,  
He seldom got a spill;  
He used to show at Stamford Bridge  
Rare prodigies of skill.

Whene'er he started for a race  
He always was at scratch,  
But long before the mile was up  
His rivals he would catch.

He'd laugh when judges made him take  
A heavy handicap,  
Secure that he would get a place  
Before the final lap.

Then having won the honors which  
The cinder path can grant,  
Our worthy bicyclist began  
For wider realms to pant.

He rode from London down to York,  
From thence to Aberdeen,  
And next amongst the Cambrian hills  
His bicycle was seen.

He soon exhausted British parts,  
And craved for foreign climes;  
He rode from Paris to Berlin  
Some five-and-twenty times.

No hill appeared to him too steep,  
No journey seemed too long;  
At last he screwed his courage up  
And rode right up Mont Blanc.

'Twas ticklish work; two weary days  
He rode without a stop;  
At last his object was attained,  
He stood upon the top.

But going up a hill, you know,  
Until you reach the crown,  
Indubitably easy is  
Compared with going down.

He put the brake down hard, and kept  
The treadles well "in hand;"  
Yet, sad to say, his big machine  
Was soon beyond command.

The brake gave way, but he would not—  
He sped on like a flash,  
Expecting every moment that  
There'd be an awful smash.

He passed the falling avalanche,  
He raced and beat the wind;

His shadow could not keep it up,  
He left it miles behind!

Those who have studied Switzerland  
Know well how far it lies  
Above the level of the sea,  
Considering its size.

It follows, then, that when he reached  
The cool and pleasant vale,  
He could not stop his fearful flight,  
Or I should end my tale.

The impetus which which sped him o'er  
The torrent and crevasse  
Impelled him into Italy,  
Across the Simplon Pass.

He did not pay the Custom's dues,  
Nor stayed to view the lakes,  
He found himself by Naples Bay  
Within a brace of shakes.

Vesuvius was right ahead,  
His course he could not stop;  
Before he well knew where he was  
He neared the smoking top.

The dismal crater widely yawned,  
He could not change his course;  
Down, down fell Smith and bicycle,  
Like Curtius on his horse!

—H. M. P. in "Boys' Own Paper."

#### THE ROSEVILLE TRACK CHANGES HANDS.

'Tis a sad, sad story but it must be told, and if I don't tell it now some other fellow will score a "scoop" on me, and then I'll catch "rats" from ye editor. So here goes:

The Roseville cycling track, with all the stands, fences and other property pertaining thereto, was formally seized upon during the past month to satisfy a claim for arrearage of rent. The property was offered for sale on January 16, and was bought in by Mr. Swift, the owner of the ground. This claim was presented some months ago, but final action was postponed to allow the New Jersey Cycling and Athletic Association to raise the requisite amount by subscription, if possible. The Association made a noble effort to raise the necessary amount, but was unable to do so. The sum which was subscribed, however, amounted to about four-fifths of arrearage, and the owner was told that this amount would be paid to him on account provided he would guarantee the grounds to the Association for 1888. This he refused to do, unless the claim was paid in full. As the Association was unable to raise the full amount, the wind-up came last week, as stated.

A rumor has been going the rounds for a long while to the effect that the Roseville Athletic Association was very anxious to get possession of the Roseville property, for the purpose of devoting it, not only to cycling but to general athletic purposes. How much truth there was in the rumor, deponent saith not. Mr. Swift is a very prominent member of the Roseville A. C.

It was generally supposed in Newark that the Cycling Association had so arranged matters as to be sure of holding the grounds this year, and a big season's sport was looked forward to. The Association spent over \$12,000 in fitting up the property and getting it into its present shape, and it seems rather hard luck to lose that amount for the want of a paltry \$500. An officer of the Association said to me yesterday that if he could have placed his hands on \$15,000, he would look for no safer place to invest it than in the Roseville track. On the other hand, some of the stockholders have stated to me that the affair would never, in their opinion, be a success. I understand that the cycling track will not only be a fixture, but will be put in first-class order in readiness for any clubs which may wish to run early tournaments.

RATCHET.

Newark, N. J., Feb. 7, 1888.

MALTBY, the celebrated trick rider, has arrived at his home in Connecticut. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Maltby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.

THEY are getting the thing down pretty fine in the sport of base ball when they start a detective system to watch how each member of the different teams behave. An espionage similar to this might be a good thing in the cycling ranks. We then could perhaps find some interesting thing, in regard to how really pure the simon-pure amateur is.

#### A LONG RIDE ON ONE WHEEL.

"SMANGLE," Pickwick B. C., who seems to have been long absent from cycling London, sends an extract from "Der Radfahrer," which he considerably translates. The matter is of some interest, and we are sure our readers will join with us in thanking him: "An occurrence of great interest to our sport is to be recorded. A few Sundays ago, on the occasion of the Hamburger Bicycle Club's run to Ahrensburg and back, this stretch of 46km. (about 28 English miles) was accomplished *upon one wheel* by Richard Schulz, one of the members, already known as a trick-rider. Until now, it was considered scarcely possible to turn the one wheel to any practical use, because it required an immense amount of perseverance to enable one to ride for any length of time upon a machine that affords no rest to the rider. Schulz, moreover, took the best riders along at a very good pace, so that, in spite of the very muddy and soft state of the road, the mile (nearly four and one-half English miles) was covered in half an hour. Even 'gutter stones' and bad paving were no hindrance to the one-wheel rider, so that, as regards safety, this machine is to be preferred to the ordinary—that is, when one can master it as well as Schulz did. On the way back after dinner, Schulz showed no trace of fatigue, and caused the greatest sensation everywhere. The performance is indeed a grand one, and will not easily be beaten. Schulz never rides a machine specially constructed for the purpose, but always uses the front wheel of an ordinary 52-inch bicycle, fitted merely with fork and handle-bar."—*Bi. News.*

WE shall describe the 1888 pattern Victor Safety in next week's issue.

WE are in receipt of an invitation to be present at the opening of the Kings County Wheelman's new club house, Brooklyn, on the evening of Feb. 21. We would like very much to be present, but we fear we cannot.

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*Bi. News*, with its usual air of gravity, thinks that it has discovered something new in the fact that cities and towns in the United States are sued in cases where personal damage occurs through a bad condition of the highways. We would suggest to the editors of *Bi. News* that they take the WORLD home with them and read it carefully, thus becoming acquainted with the ways of America and the laws that govern the use of her highways and roads. To use *Bi. News'* own "original" (?) remark, "There's nothing new under the sun."

THE reason why Kaufmann and Maltby could not come to terms on a match to decide the trick-riding championship, was because there were several points on which neither would give way nor budge an inch—such, for instance as the following: Kaufmann wanted to count points on the ordinary bicycle, the Star, the velocipede stage wheel, etc., his idea being that the man who was most proficient on all kinds of machines was the champion. On the other hand stands Maltby, who goes for the ordinary bicycle only, and parts thereof. Kaufmann wanted the contest to take place privately, and on a stage; Maltby was for a flat surface and open to the public. And so as neither would give in, the match was dropped.

VOLUME 2 of Stevens' "Around the World on a Bicycle" will be issued simultaneously in London and New York some time in April. The last of the *Outing* series will appear in the April number of the magazine, and the book will be all ready for publication shortly after. The volume will contain a great deal—not less than one-third—new matter, which will not have appeared in the *Outing*. Stevens has reserved much of the most interesting part of the narrative, relating to his adventures in Afghanistan, his imprisonment, and all of the 6000-mile retreat around to India, for volume 2 of the book. Volume 2 will be of the same size and appearance of volume 1, but will be a far more interesting book in itself. Not only will it contain the most thrilling part of the tour, but it is written with a more experienced pen. Chapter 1 of volume 1 was the first serious effort Stevens ever made with his pen for publication. Those wheelmen, who have with ever-increasing interest followed him through the pages of *Outing*, cannot fail to be struck with the improvement in these later articles as compared with the beginning. Volume 1 has turned out fairly successful so far, and the publishers report a steadily increasing demand. They think that many are waiting until the completed narrative is snugly encompassed within the final volume to add the work to their libraries and book-cases.



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WM. READ & SONS will put a first-class safety and tricycle on the market this year, details and facts of which will be given later on.

THE *American Wheelman* is always one lap ahead of the times. It will pay you to subscribe to it to take advantage of its publishers' liberal prize offer of \$500. The subscription price is only fifty cents a year. Address *American Wheelman*, 108 North Fourth St., St. Louis, Mo.

MALTBY, the celebrated trick rider, has arrived at his home in Connecticut. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Maltby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.

THE new Surprise Columbia tricycle is said to be in design very similar to the tandem which Edge and Morris, two of England's fastest record breakers, rode their one-hundred-mile tandem ride on, and from indications this type will be one of the leading patterns with English makers.

WE hear it rumored that Crocker feels a trifle disappointed because he will not make up one of Senator Morgan's galaxy. He seems to think he can do up Rowe on any distance under one mile, and he has thoughts of following the champion over the deep blue sea, and challenging him to a series of races.

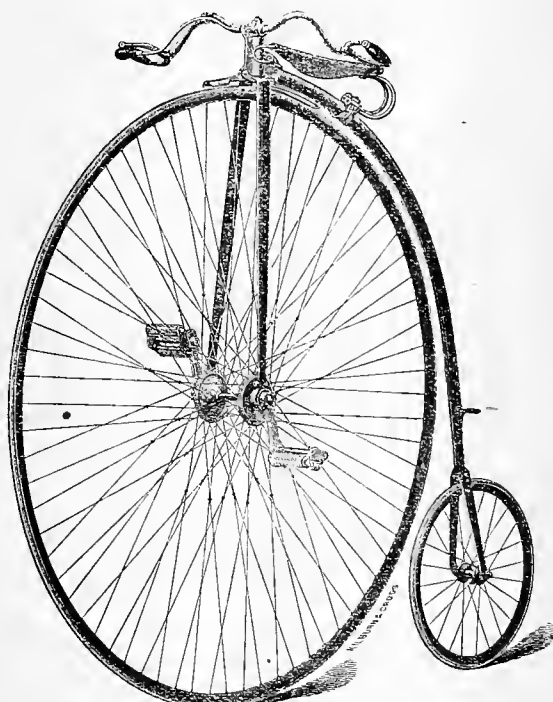
WM. READ & SONS carry a fine assortment of accessories. Their enamel is a fine article, gives a splendid lustre and a hard finish. They also are putting up in small boxes some very excellent cement, so that a man will not have to buy a pound to do a job calling for an ounce of cement. All the parts of the New Mail are in stock, and put away neatly in drawers, with number agreeing with catalogue, so that a man wanting to duplicate a part can do so instantly.

WE are in receipt of an elegantly bound catalogue from the St. Nicholas Mfg. Co. It contains full descriptions of the Centaur and National bicycles. The Youths' Apollo, the Juvenile Apollo bicycle, and children's machines are fully described, both bicycle, tricycle and velocipede. By all means send to the St. Nicholas Mfg. Co., 784 to 794 Madison street, Chicago, for their 24-page catalogue; it will pay you. Their list of sundries and accessories is very full and complete.

IN order that the bicycling public may understand the future of the Rudge business, we wish to state that some time ago arrangements were perfected with Messrs. Stoddard, Lovering & Co. whereby they sold their stock of machines, parts and sundries, together with the good-will of the business to the Pope Mfg. Co., who will conduct it as a separate department under the management of Mr. H. M. Saben, who has been actively engaged in conducting the business for the last two years. The reputation of the Rudge has always been of the highest, and now that it is conducted under the direction of the Pope Mfg. Co. it bids fair to be as prosperous as ever. The new Rudge catalogue will be out shortly, and all correspondence should be addressed to Mr. H. M. Saben, Manager, 152 Congress St., Boston, as the business will be conducted on the same premises.

HERE is a valuable pointer to repairers written by Mr. Fletcher to *Bi. News*: "The cheapening of oxygen by Brin's process of manufacture has put into the hands of metal workers a new power. I have recently made a few experiments with the compressed oxygen and coal gas, and found that with a 1-2in. gas supply a joint could be brazed in a 2in. wrought iron pipe in about one minute, the heat

being very short, the redness not extending over one inch on each side of the joint. The appearance of the surface after brazing led me to experiment further with welding, a process which is not possible with ordinary coal gas or air, owing to the formation of magnetic oxide on the surfaces. Contrary to my expectation, a good weld was obtained on an iron wire 1-8in. diameter, with a very small blowpipe, having an air jet about 1-32in. diameter. This matter requires to be taken up and tried on a large scale for such work as welding boiler plates, which, it appears to me, can be done perfectly with far less trouble than would be required to braze an ordinary joint. The great advantage of this would be that the boilers would require no handling, but could be welded with an ordinary large blowpipe in position, and with about one-tenth the labor at present necessary. The cost of oxygen is trifling, and it is evident from the results obtained in brazing that the consumption of gas would be considerably less than one-fourth that necessary with an air blast, irrespective of the fact that welding is possible with an oxygen blast, whereas it is not possible if air is used. The surface of iron heated to welding heat by this means comes out singularly clean and free from scale, and a small bottle of oxygen, with a blowpipe and a moderate gas supply, would make the repairs of machinery, boilers, brewing coppers and other unwieldy apparatus a very simple matter. The trouble and difficulty of making good boiler crowns, which so frequently "come down," would be very small indeed when the workman has an unlimited source of heat at command under perfect and instant control."



THE NEW MAIL.

WE read in a Philadelphia paper a note that the Royal Mail people had stopped manufacturing cycles. This statement may be misread, and that machine and the New Mail be confounded; such is not the case, however. The English house may have stopped business, but Messrs. Wm. Read and Sons, the manufacturers of the New Mail, are far from getting out of the market. They are *in* with their superb machine and are going to stay. We thus desire to correct any misconception that might have arisen from the publishing of that item in the Philadelphia paper. We went down to Messrs. Wm. Read's the other day and saw Mr. Atwell. "We desire to state," said that gentleman, "that all the strong points of last year's machine have been retained; they are the ball head, the Perfection back-bone and fork sides.

The Trigwell ball head, which we exclusively use, is peculiar in that the balls are retained permanently in the cap, so that when this is removed the balls are not falling all over the ground, or the forks be reversed in order to remove them. The bottom bearing is on the same principal; this is a strong feature in this patent ball head.

The back-bone and forks are of the famed Warwick pattern. The thickness of the back-bone at the head is fourteen gauge, and at the lower fork it is nineteen gauge. Thus the strength is where

it is wanted (i. e.), at the head. This is the spot where most breakages occur, and where extra strength is required.

The rim is also Warwick's latest patent, with the thickened bottom or inside surface. This gives strength where it is needed most. The spokes and rims are fitted with spoke nuts, which have the hexagon end outside the rim; this is to enable the rider to tighten the spoke when necessary, without taking off the tire. This is a grand good point and should be appreciated by riders. The spoke will be of the continuous tangent form, same as last year.

The handle-bar is detachable by the same method as last year.

This year's machine will be fitted with a new sleeveless pedal with square rubbers. This form gives just as much strength as last year's pattern, but lightens them to the tune of one pound to the pair. The leg guard is of a neat semi-hollow form. The bearings are of the Eolus patent, in the making of which particular care is taken. The balls are every one gauged down to 312 1-2-1000; any ball varying from the size is at once discarded. Each ball passes through the hands of *three* expert measurers before going into the bearing. The rear wheel bearing is entirely new this year, and is made so that it will be impossible to put in the balls unless they are of the exact size according to gauge. The same great care is exercised on the rear wheel as on the front bearings. The spade handles are of a new pattern and are changed entirely. They are steel drop forging, made in the strongest way; there are no square edges to scrape the knuckles, and as light and strong as steel forgings can be made. All parts of the machine are of dropped forgings, and are made in this country, so that it can be said that the New Mail is an American machine, pure and simple.

The tires are of best gray rubber, and are made specially for the New Mail by the Akron Rubber Company.

The step is the Harwood adjustable.

The saddle is the new Kirkpatrick pattern, with the single curve front spring, instead of the spiral and a single curve on the back, instead of the one complete turn or circle.

The cranks are six-inch throw, adjustable to five inches.

The spokes cross three times, and are wound at the upper cross. They are nicked from hub to the upper cross. Rear wheel spokes are also nicked part of the way.

The finish of the New Mail is the 'standard,' of best nickel and enamel. The machine is sold with saddle-bag, Billings & Spencer wrench, oil can and handle-bar spanner."

AMONG the agents that will sell the New Mail this season are the Meacham Arms Co., St. Louis; Hibbard, Spencer, Boutell & Co., Chicago; E. K. Tryon, Jr., & Co., Philadelphia; and C. Schwalbach, of Brooklyn, N. Y.

THE new Kirkpatrick saddle for 1888 is one of the neatest and most graceful that we have yet seen. The rear spring is similar to the pattern of 1885 in shape, but it has two finely-tempered coils of wire in one piece which renders breakage almost impossible, besides giving plenty of spring to the rider. The leather part of the saddle is shaped to fit the rider's form, and is very much narrower at the front end, while the top of the saddle is well ventilated. The front spring is gracefully curved with a bolt passing through the neck of the back-bone and coming back to the leather in a very simple manner.

HOWARD A. SMITH & Co.'s branch store at Orange will be corner of Main and Park streets, and will be open about 1 March. The firm has the New Jersey agency for the Springfield Roadster, and a full line will be kept in stock. The new store will also be stocked with Stars, Star Safeties and sundries, and Star tricycles will be kept for rental. Mr. Smith says that everything points toward a big trade for the coming season, and that his trade in sundries for the past month shows a better trade than during the corresponding month of 1887. The firm's 1888 catalogue is now in press and will be ready for distribution about 25 February. The first edition, of 15,000, will contain 36 pages, and will cover about everything needed by wheelmen.

REFERRING to our last two issues describing the Springfield Roadster bicycle, we would say that the John P. Lovell Arms Co., 147 Washington street, Boston, Mass., are the sole New England agents for this popular machine. This department is in charge of Mr. Frank W. Aymar, who succeeded Mr. J. L. Yost as manager January 1st. He has been connected with this firm during the past seven years. He entered their employ in 1881, and has for the last three years had charge of their wholesale gun department; this position he will retain in connection with the bicycle department. He is thoroughly conversant with everything pertaining to the Springfield Roadster and the management of the bicycle business. He is also an active rider, and well known among the wheelmen. We wish Mr. Aymar success and prosperity in his new position as manager of the bicycle department of the John P. Lovell Arms Co.

# \$500 IN COLD.

## A Rare Prize Offer!

Wishing to double our circulation during 1888, we have decided to make to our subscribers the following liberal offer, which has never been approached by any cycling paper in the world:

To the one who obtains us the greatest number of subscribers during this year we will give the first prize. For the next greatest number the second; and so on down.

The prizes are as follows:

First Prize,	-	-	\$300.	Fourth Prize,	-	-	\$25.
Second Prize,	-	-	100.	Fifth Prize,	-	-	15.
Third Prize,	-	-	50.	Sixth Prize,	-	-	10.

The only conditions we make are these:

The winner of the first prize must have sent in One Hundred Names, or the prize will be cut down in proportion; each competitor must also subscribe, if he is not already a subscriber.

For those competing, but failing to win a prize, we have another and very advantageous return, which we will tell you about if you will write us. Send stamps for circular containing full particulars.

**American Wheelman Publishing Company,**  
108 North Fourth Street, - - ST. LOUIS, MO.

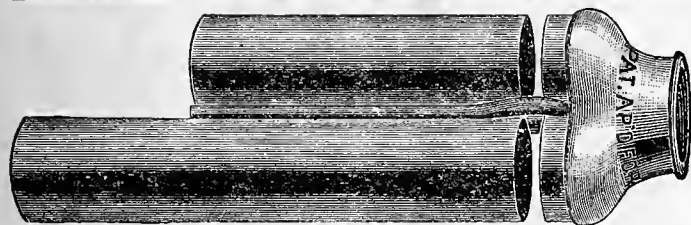
## REPAIRING, NICKELING and ENAMELING with HARRINGTON'S celebrated ENGLISH ENAMEL.

We are the only house in the United States using the English process of stoving enamel. Send your Bicycle or Tricycle to us NOW for repairs, and avoid the rush when the riding season opens.

A large stock of second-hand machines for sale. All Grades, all Makes. **Send for List.**

### W. B. EVERETT & CO.,

6 and 8 Berkeley Street, - - - - - BOSTON, MASS.



**Duplex Whistle. Price, 50 Cents.**

Tone loud and clear, with none of the harsh, grating sound usual to whistles designed for this purpose. Riders who have used the old Duplex Whistle have found it to be very inconvenient on account of the great amount of force required to produce the sound necessary to be heard at a distance. This is entirely overcome in these new whistles, as the very slightest effort is all that is required to blow them. Address all orders to

**Springfield Bicycle Mfg. Co., - - - No. 9 Cornhill, Boston.**

# The COVENTRY MACHINISTS' COMPANY

**LIMITED.**

Our Catalogue for 1888 is in preparation, and a copy will be mailed to all who will send us their name and address on a postal card.

It will contain full particulars of the Club Cycles :

## Marlboro' Club Tricycle, Marlboro' Club Tandem, Swift Safety.

239 COLUMBUS AVENUE

BOSTON, MASS.

*Ask Your Dealer for*

### The Springfield Roadster Whistles

AND

### Yost's Air-Drying Enamel.

The Best Ever Offered. 50 Cents per Bottle.



**Single Tube Whistle. Price, 40 Cents.**

**HAVE YOU SEEN THE**



# **NEW LINE**



**OF COLUMBIA MACHINES FOR 1888?**

**CATALOGUE FREE.**

**POPE MFG. CO., Boston, New York, Chicago.**

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## **The Rudge Agency**

Is continued at its old headquarters,

**152 to 158 CONGRESS STREET, - - - BOSTON,**

Under the management of

**H. M. SABEN.**

The factory is now ready with new machines, and specialties for 1888 will be ready next month.

The 1888 Catalogue is now ready, and will be sent on application. Good Agents Wanted in unoccupied territory.

FOUNDED  
THE  
1878

# BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday at No. 12 Pearl Street

\$1.00 a Year.  
5 cents a copy.

BOSTON, 17 FEBRUARY, 1888.

Volume XVI.  
Number 16.



CYCLING IN AMERICA HAVING PASSED ITS PIONEER PERIOD, THE QUESTION NOW IS NOT, "SHALL WE RIDE WHEELS?", BUT, "WHAT WHEELS SHALL WE RIDE?" THIS QUESTION HAS BEEN DECIDED TO THE COMPLETE SATISFACTION OF A LARGE PROPORTION OF THE WHEELMEN OF THIS COUNTRY BY THEIR EXPERIENCE WITH THE VICTORS, A LINE OF WHEELS OF THE HIGHEST GRADE, PRESENTING MORE THOROUGHLY GOOD FEATURES THAN ANY OTHERS.

**THE VICTOR LIGHT ROADSTER.**

THE STRONGEST, HANDSOMEST AND LIGHTEST RUNNING BICYCLE MADE. IT HAS EARNED ITS REPUTATION AND WILL SUSTAIN IT.

**THE VICTOR SAFETY.**

IN '87 ITS SUCCESS AMOUNTED TO A POSITIVE HIT. MODEL FOR '88 GREATLY IMPROVED. THE ONLY SUCCESSFUL TYPE OF SAFETY BICYCLE. ADJUSTABLE TO ALL SIZES.

**THE VICTOR TRICYCLE.**

BUILT TO BEAT THE WORLD, AND HAS NO TROUBLE IN DOING IT. LIGHT, STRONG, GRACEFUL! PERFECTLY ADAPTED FOR BOTH LADIES AND GENTLEMEN.

**THE VICTOR JUNIOR BICYCLE.**

INTRINSICALLY THE BEST YOUTH'S MACHINE EVER OFFERED. TANGENT SPOKES, BALL BEARINGS, SPADE HANDLES, VICTOR SADDLE—EVERYTHING RIGHT! SIZES, 38 TO 50 INCH INCLUSIVE.

It is impossible to give any adequate description of these goods here, but we ask you to send for catalogs and full particulars regarding them.

**OVERMAN WHEEL CO.**

MAKERS OF VICTOR CYCLES AND ACCESSORIES  
BOSTON MASS.

# THE STAR BICYCLE.

MADE BY THE H. B. SMITH MACHINE CO. OF SMITHVILLE, N. J.

The only practical safety in the market combining Speed, Safety and Comfort.

It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

'87 machine now ready for delivery, and includes many radical improvements. Send two cent stamp for catalogue to

W. W. STALL, 509 Tremont Street, Boston, Mass. Sole Agent for Eastern Massachusetts.

E. & H. T. Anthony & Co.

Manufacturers and Importers of

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\* \* INSTRUMENTS,



Apparatus and Supplies,  
591 Broadway, N. Y.

Sole proprietors of the  
Patent Satchel Detective,  
Fairy, Novel, and Bi-  
cycle Cameras, and sole  
agents for the Celebrated  
Dallmeyer Lenses.

Amateur Outfits in  
great variety from \$9.00 up-  
ward. Send for Catalogue or  
call and examine.

More than Forty Years  
Established in this line  
of business.

**S**TEEL BALL **S**  
FOR ANTI-FRICTION BEARINGS.  
—OF BEST CAST STEEL.—

HARDENED, GROUND AND BURNISHED.

-16 to 3 diam. Samples and Prices on application.

SIMONDS ROLLING-MACHINE CO.

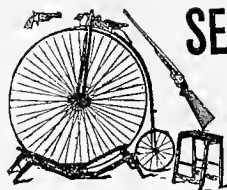
FITCHBURG, MASS

**REPAIRING**

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

**MURRAY'S,**

100 Sudbury St., Boston, Mass.



**SECOND-HAND GUNS AND REVOLVERS**  
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,**  
for largest list of Second-Hand Bicycles in America.

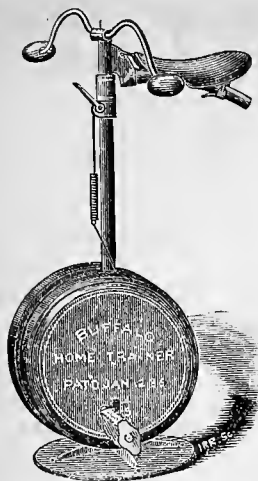
**DIFFICULT REPAIRING A SPECIALTY.**

## ERRATA.

During the month of December, 1887, a ridiculous mistake crept into our advertisement in this paper giving the 10-mile time of Oxborrow and Allard on a tandem as being 72 min. 56 sec.

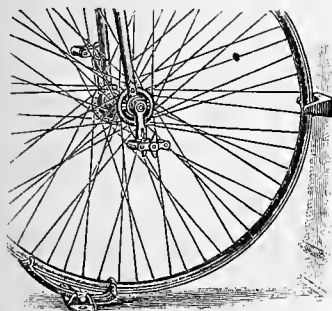
**The Correct Time is 27 Min. 56 Sec.**

**CUVENTRY MACHINISTS' COMPANY, - 239 COLUMBUS AVENUE**



## The Buffalo Home Trainer.

Adapted for use in Bicycle Club Rooms, and  
Gymnasiums. The thing for Racing Men.



## The Buffalo Bicycle Stand.

—FOR—  
CLUB HOUSES & DEALERS' WAREHOUSES.  
The Best Repair Shop in Western New York.

**E. N. BOWEN,**  
585 Main Street, BUFFALO, N. Y.



After Forty years' experience in the preparation of more than One Hundred Thousand applications for patents in the United States and Foreign countries, the publishers of the Scientific American continue to act as solicitors for patents, caveats, trade-marks, copyrights, etc., for the United States, and to obtain patents in Canada, England, France, Germany, and all other countries. Their experience is unequalled and their facilities are unsurpassed.

Drawings and specifications prepared and filed in the Patent Office on short notice. Terms very reasonable. No charge for examination of models or drawings. Advice by mail free.

Patents obtained through Munn & Co. are noticed in the SCIENTIFIC AMERICAN, which has the largest circulation and is the most influential newspaper of its kind published in the world. The advantages of such a notice every patentee understands.

This large and splendidly illustrated newspaper is published WEEKLY at \$3.00 a year, and is admitted to be the best paper devoted to science, mechanics, inventions, engineering works, and other departments of industrial progress, published in any country. It contains the names of all patentees and title of every invention patented each week. Try it four months for one dollar. Sold by all newsdealers.

If you have an invention to patent write to Munn & Co., publishers of Scientific American, 361 Broadway, New York.

Handbook about patents mailed free.

### GET THE BEST!

## The Standard Cyclometer.

Greatly Improved for 1888.

Simplest and Best Instrument ever Invented.

The Reasons Why:

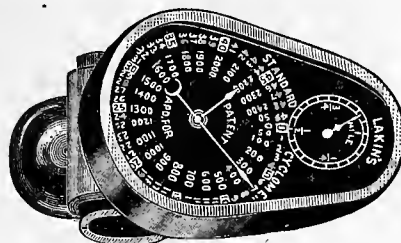
It has stood the test for accuracy.

It has proved itself the strongest and best made cyclometer on the market.

It has been in use several years, and its merits are well established among wheelmen.

Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



REGISTERS 2500 MILES.

We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we place upon the market an instrument that seems absolutely perfect in all its workings. We furnish a certificate of accuracy with all instruments. In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, \$10.00.

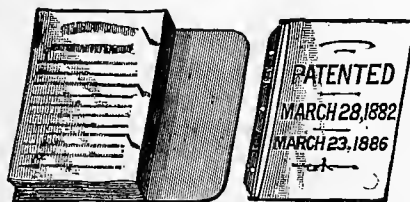
**J. A. LAKIN & CO.,**

Send for Circular.

WESTFIELD, MASS.

## BIND "THE WORLD" YOURSELF.

A binder keeps the covers clean, keeps the file complete, and keeps back numbers where they can be easily referred to.



The beauty of the UNIVERSAL BINDER is that its back varies in width according to the thickness of the matter between the covers, so that, whether the binder contains one WORLD or a dozen, it looks almost exactly like an ordinary bound volume, and the magazine can be opened with perfect ease. The Binder does not hurt them for stitching later on, and some or all of them can be removed at will.

This magazine is an odd size, and the UNIVERSAL is made to order to fit, with "THE BICYCLING WORLD," handsomely stamped on the cover. It will be sent by express (not prepaid) to any address for One Dollar.

When you get it, you will like it so well that you will send for other sizes for your other periodicals, your pamphlets, your notes, or your music. In ordering them, send their measurements, adding one-quarter inch to the width and one-half inch to the length. Price lists sent on application.

The UNIVERSAL BINDER makes either a temporary or permanent binding. Address,

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No. 12 Pearl St., Boston, Mass.

## CYCLISTS' TOURING CLUB.

**FRANK W. WESTON,**  
UNITED STATES CHIEF CONSUL,  
Savin Hill, Boston, Mass.

DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.

Membership application blanks and any required information on club matters can be obtained by applying as above and enclosing a stamped addressed envelope for reply.

**RENEWAL NOTICE.** The "Subscription" blanks which came with the December Gazette are to be used for renewals this year. Each should be filled out and sent with 75 cents to the Chief Consul at once. Members wishing renewals acknowledged before new ticket reaches them must send an addressed postal with the fee.

**APPLICATIONS FOR MEMBERSHIP.**—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Sharpe, Rev. J. H., 4006 Pine St., Philadelphia, Pa.  
Badolett, P., Nat. Bank, Omaha, Neb.  
Fisk, N. T., Plum Creek, Dawson Co., Neb.

**APPOINTMENT.**

State Consul for Minnesota—W. G. Wood, Warren Marshall Co., Minn.

## FOR SALE OR EXCHANGE.

**FOR SALE**—58-inch Expert Columbia, 1886 pattern, at \$85; 60-inch Harvard, \$25; 57-inch Am. Star, \$30; 50-inch Am. Star, \$35; 56-inch British Challenge, \$95; 55-inch Premier, \$50; 50-inch Champion, \$75. For particulars address JULIUS ANDRAE, 225 West Water street, Milwaukee.

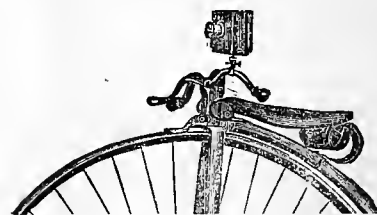
**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



**HANDY POCKET WRENCH.**

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

## BICYCLISTS' "POCKET" PHOTO-OUTFIT:



Weight, only 12 ounces,  
PRICE, \$12.00.

**THE CONCEALED CAMERA, \$15.00**  
Detective Cameras, Tourists' Cameras, Amateur Photographers' Supplies.

CATALOGUES FREE.

**SCOVILL M'F'G CO.,**

423 Broome St., N. Y.

W. IRVING ADAMS, Agt.

## THE BICYCLING WORLD Job Office.

Estimates made on all sized jobs from a Business Card up to a Full Catalogue.

12 Pearl St Boston, Mass.

# The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

The Only Absolutely Safe Wheel  
Against "Headers" Made.  
It is the Best, and it is also the  
Cheapest.  
Do not buy a wheel before you see the  
SPRINGFIELD ROADSTER.



This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered the public for the money. Best class of cold drawn weldless steel tubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

## The 1888 Pattern Springfield Roadster for \$100,

has ball bearings all round and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag; workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels are identical. Those who purchase plain bearings can at any time have the ball bearings added if they so desire at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

Retail Salesroom: 147 Washington Street, BOSTON, MASS.

JOHN P. LOVELL ARMS CO., NEW ENGLAND AGENTS,

147 Washington Street, Boston, Mass.

C. F. STOKES, 293 Wabash Ave., Chicago, Ill.

Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. COMPANY, 9 Cornhill, Boston, Mass.

# 1888 NEW MAIL!

LOOK · OUT · FOR · IT. READ · THIS · CAREFULLY.

No Higher Grade. No more successful wheel ever appeared in the market than the NEW MAIL LIGHT ROADSTER brought out by us last year, of American Manufacture. All Parts Steel Forgings and Strictly Interchangeable. **THE ONLY WHEEL** having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one-half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's NEW MAIL, and as they are the opinions of well-known, and many of them hard riders, Stronger Evidence of the Merit of a Wheel Cannot be Offered. Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically, that the true MERIT of the Trigwell Patent may be clearly understood. We wish to impress these facts: That

We control the Trigwell and others **Cannot Use It**. That the Trigwell is the Only Ball Head confining the balls. That we were the **First** to adopt the Ball Head, and hence have had the most experience with it, and we **Declare** the Trigwell, which we have used two and one-half years, a **Magnificent Success**. Simple for repair, in case of accident, and more durable than the cone. The best proof of this success is our declaration for the coming year **We Do Not Alter the Head in a Single Detail**. Every part has been **Dead Right**, and no change required. Don't book your order for a new mount till sending for Descriptive Catalogue of New Mail, out February 1st. Send you name **Now**. Good Agents wanted in every town. Our former agents requested to write us **At Once** if wishing to continue, and book their orders for early deliveries.

Price \$5.00 Less Than Last Year. Can Now be Seen at Our Warerooms.

WM. READ & SONS, 107 Washington St., BOSTON.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 17 FEBRUARY, 1888.

THE Stanley Show has again scored a distinct success. But few "novelties" are startling and the general tendency of the trade is in the direction of more sensible construction. The ordinary is as a rule built on what is known on the other side, as "rational" lines, that is, larger rear wheels, say twenty-four inches, and more rake, ball heads and fairly long handles; otherwise no material changes are made, except that the tendency is for good long cranks. The English press believes that this "rational" construction means increased popularity for the good old ordinary.

THE Council of the National Cyclists' Union have been hotly discussing the road racing question with a view to prohibitory legislation. Although the Council showed a bare majority against road racing, the matter comes up for final action at the next meeting. The plan apparently will be to disqualify all amateurs who compete in road races, unless especially sanctioned by the local authorities. This is not the kind of legislation calculated to bring about the best results. The effect on the public mind will not be great, nor will it do away with personal "scorching," which, under certain circumstances, is every bit as bad as organized racing. The way to legislate in this matter, is to treat each distinct race and each act by itself; to be decided and punished as an infringement of the local public laws, and not as an offence against the private laws of an association. We are not in favor of prohibiting all road racing, as we well know that not only in many instances the public, but the local authorities encourage the contest, and that no harm results to any interest of the sport. But we are in favor of discouraging short races, in crowded districts, with large lists of entries, as has been the case in England. Most cities and towns have ordinances against fast driving, and it is the infraction of these laws that should provide the means of legal punishment, and the ruling body the evidence for conviction. The punishment should fit the crime, and the way is not new to outcrise an individual for breaking a petty ordinance. We cannot now map out a plan of action to cover every case, but we can see the danger to the welfare of our sport in a case when a short race is run over a crowded highway with a big field of contestants. It is this kind of thing that has roused the N. C. U. to such action. Let the local clubs get local sanction, and let the entries be kept down to a reasonable number, say ten, and above all avoid as much as possible the highways most

likely to have much traffic on. We admit the time has come when we must be careful not to antagonize the public opinion, or defy the local authorities. Whatever comes we must cultivate the good opinion of both.

THAT Mobile case is much like Bancho's ghost, it will not consent to retire. We are in receipt of the facts of the case, copies of the letters, and general information regarding it. We have already given much space and criticism to position taken in the L. A. W. on the famous question, but we have carefully read the correspondence from both sides, and we think we discern the true cause of the unfortunate complication. As members of the League, these Mobile riders properly presented their case to the authorities, who in turn temporized with them instead of squarely acknowledging that the condition of the exchequer of the League forbade the organization taking any active steps just then. Now under the proposed new order of things, all this will be changed, and each Division will be self-governing, and, to a certain extent, independent of the National body. Louisiana, Alabama, Georgia, Mississippi and Florida will have enough members to form a Southern Division. The trouble seems to have been that in the case under discussion, the League did not admit its inability to financially aid the Mobile cyclers. During the next and coming season the League will not have the dead drag of loss of an expensive paper, and so the unfortunate embarrassments caused by loss on the *Bulletin* will be avoided. This financial stress has no doubt been the primary cause of the apparent apathy in the Mobile case.

E. C. HODGES has been appointed Representative from the State of Massachusetts, *vice* E. G. Whitney, resigned.

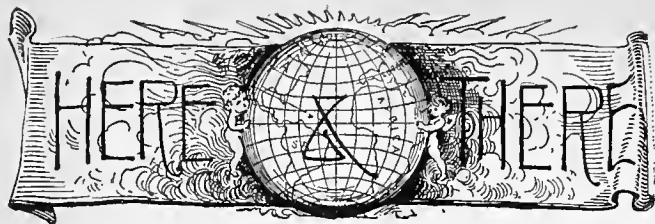
We are just in receipt of the Gormully & Jeffery catalogue for 1888. We will peruse, and tell what we find therein, in our next issue.

A MR. BERT EDWARDS of Cleveland, Ohio, writer to the *American Wheelman* and claims a record of forty miles in one hour and thirty-five minutes on the ice. Let us see what this claim means. It means simply this, that each mile must be done in something under 2.22. Stand from under!! This is what we call the humor of cycling.

YPES are innocent looking little bits of metal in the eyes of the ordinary beholder, but there is much devilment latent in these "bits;" witness the trick they played on us last week, when we described Singer's new tricycle as having a 20-inch front wheel!! We told those types that the wheel was 28 inches, but they told another story. On behalf of the types, the compositor and ourselves, we offer Messrs. Singer and Mr. Ross and their manager our humble apologies.

"MR. and Mrs. Lewis, said to be Americans, have been travelling for three months through Europe on a tricycle, and say their joint expenses are only \$6.25 a day, sight-seeing expenses included." "Here's richness," writes a well-known cyclist, in presenting the above cutting from the *Press of New York*. "Here's richness. How little this cycling world of ours is. Perhaps there are people in the other worlds who never have heard of Bassett or me, or even you, Mr. Editor." It is a sad fact, but we do fear that many hundreds, yes, perhaps thousands, are living in degrading ignorance of the existence of the three above mentioned. We doubt even if the existence of Mr. Page or G. L. Hillier is known to more than nine-tenths of the world's population, and yet the universe continues to drag on.

"OMEN," a scribe who hails from St. Louis, gets off this wonderful paragraph: "So we are to have the Rowe-Howell race after all. Well, what will become of Rowe as an amateur? If he is to be 'kept' to meet the English professional, of course he cannot come back into the amateur fold. But judging from Mr. Pattison's talk there is little prospect of any professional getting back, so Rowe may spare himself the humiliation of asking for a reinstatement and having it refused." The italics are ours. Can it be possible that "Omen" does not know that Rowe has been an out and out professional for the past eighteen months or so? Rowe is a professional, and an honor to the sport, but we doubt if he ever had the shadow of a thought in regard to reinstatement. The door is barred behind him beyond the hope of ever opening.



"GENTLEMAN JOHN."

AT LARGE.

"PEEBLES for Pleasure," is an oft quoted saying in this quiet little town, but "Peebles for Poaching," would suit it, if not better, at least as well, as poaching is considered the thing here. Every boy big enough to wade in the water, talks learnedly of dragging for salmon, or netting at night, and knows all the bailiffs (as the paid hirelings are called who watch the salmon rivers during close time).

CYCLING here is fairly good, and the frozen roads are in good condition, at least to an American who has biked it over some of the *fine* territorial roads for which the West is famed. My Invincible semi-racing trike has been swapped for a safety of the same name, and is a fine machine, good on the level, on hills or down grades, and has one very important feature in that the bearings are not adjustable. This may seem a very questionable advantage to some, but I think that a good, non-adjustable bearing in the hands of a wheelman (not a mechanic) is preferable to an adjustable arrangement which requires a peculiar knowledge, which the average rider thinks he has, but which, in nine cases out of every ten, he lacks. It is a matter of fact, moreover, with non-adjustable bearings (if properly constructed) that the wear is so imperceptible that the man who could make a positively accurate adjustment that would "take up" the "slack" of the "almost imperceptible" wear, is seldom to be found outside of the skilled ranks in a cycle manufactory. When the bearings on a well-made high grade machine have worn perceptibly the machine is rather apt to be out of date, and the sooner a buyer can be found for the worn machine, the better for the owner of the bike or trike.

THE "safety" is certainly a very comfortable type of machine, and seems to be as fast as anything I have yet ridden, and the sense of immunity from falls when rambling about on roads covered with loose stones, is not to be sneezed at. It's all very well not to be afraid to fall from an ordinary, but what's the use? It seldom raises a rider many notches in his own estimation, and amuses spectators, not to mention the rents in the clothing and the scars on the anatomy, which are generally the only trophies one carries home with him to demonstrate to his friends that he has only been "bucking" a 53-inch "ordinary (or rather that it has bucked him).

THE safety must certainly soon become very popular in America, especially in districts where roads are such as necessitate the picking of an irregular track in those places where the name of the Road Improvement Association is as yet a name unbathed. The only disadvantage that I can see at present is the difficulty in trundling the "bloomin' thing," should riding be simply out of the question, and America is full of such places, if my memory serves me aright. Then the safety can be ridden among loose stones where a three track or two track tricycle would be a nuisance. Again it can be taken through a very small door, both as regards height and width, and storage is sometimes quite a troublesome feature. Yes, I think a man who wished to ride at night or over very indifferent roads, could do a very great deal worse than invest in an "Eye Glass Safety."

At present I am convalescent after a frightful tumble I took from the back of an "Irish hunter" that lifted its "sixteen and a half hands" of anatomy to too slight an elevation to clear a nasty stone wall, which he struck with his front legs, and turning a beauty himself, landed me in an undignified position, which nearly broke my back, and completely broke my temper and the glass of my "Waterbury."

I HAD intended to be down at the Stanley show in London, which opened, I believe, on the 28th, but the doctor (a little, sawed-off Irishman) said that I might shoot rabbits for a day or two, but upon no account to go to London without his special permit; and so I am here, helpless, kept an unwilling prisoner by a little sawed-off Irishman, when I had intended writing "a column an hour" on the exhibits at the Stanley show. But "such is life," and "the best laid schemes o' mice and men" fly off at an unexpected tangent at times. But it is always the unexpected that happens. If Providence is

willing, and the most high and unapproachable Irish doctor does not at once veto the business, I'm off to London bright and early to-morrow. Once more the "Benk, Benk, Benk, Penny all the way, 'ide Park" of the London bus driver will assail mine ears, and I shall look up old faces, English and American, at the Stanley show. Strange how a man gets into wheeling, and strange how seldom, if he is an enthusiast, that he gets out of it. Strange but true, very.

WHEN I come back to the States, I am going to hunt around for some one in the wheel trade that wants a man to make things hum, for I must not be idle. Idleness means rust, and rust means decay, unless vaseline is at once applied, and I never liked the smell of vaseline. I am going to learn all I can at Coventry and the other cycling centres, and if I don't find that I have got a lot to learn, my name is not "Jewhillikens Plantagenet Buckingham," but something worse and longer. And Colie Bell of Minneapolis, I'm going to do him up in his proposed 25-mile race, or else Colie will literally whitewash me. But I never believe in bragging, especially when I feel that Colie is a much better man than I am, and a race with him means work, for have his fatted calves been growing all these years, yea, verily, for nothing? Do calves that would not shame a Burley Ayers not mean something? Well, when the owner of these hardened bumps has got a good physique, is an abstainer and has a good deal of the Tom Bumpus about him, in that he gets you to make pace and cut the wind and lies back till the last twenty-five yards of the home-stretch, he is a man with whom one has to be careful.

THE gamekeeper of the estate on which I have been shooting tells a tale of a small Scotch lad, who saw a breech-loading shotgun for the first time. The lad came rushing in among the farm servants one evening, and told them that there was "a strange man out shooting wi' the Laird that had a whusker below his nose, and help me if I did na' see him take his gun and break it 'cross his knee, and pit a long thing in it."

AND now I shall conclude. Next letter shall be devoted more to the wheel, pure and simple.

NEW JERSEY NOTES. "THE very fresh writer in the WORLD, signing himself 'Ratchet,' and hailing from somewhere in the wilds of New Jersey," presents his compliments to the great American Wheelman from St. Louis (January and February numbers combined; reading matter, nine and one-quarter pages; advertising matter, six and three-quarters pages), and hopes these few lines will find him the same. In the "wilds of New Jersey" we are very likely to go astray (the population of Newark is but 168,000), and for that reason I shall very soon make an effort to take up my residence within the walls of some civilized town. But I'll take it all back and acknowledge that in the little Southern village, yclept, St. Louis, there is a total absence of "blow," and also of "natural gas."

I therefore hope our genial Southern friend will consider that I have made the proper apology when I say that I do not believe Philadelphia, or, in fact, the entire State of Wm. Penn. can furnish grit enough to balance the blow of St. Louis. If this is not sufficient I'll send him a gill of "Sussex County Rail Fence," more generally known as "Jersey Lightning." As to "our offer" being "open to 'Ratchet' or any of his friends, if they desire to furnish the 'grit,'" we will "see you" later. If Mr. Greenwood comes to Newark during the climbing season, I am of the opinion that he will find a Jerseyman or two willing to have a "go" at him on our pet hill, "Eagle Rock." We know well that it will require a "climber for fair" to defeat Hal, but allee samee, think he'll be on deck when the time comes. So *au revoir*, St. Louis, but don't, oh please don't, lose your temper.

THE Hudson County Wheelmen are negotiating for the appearance of Maltby at their entertainment, 2 March. By the way, perhaps you can tell us, Mr. Editor, whether he will appear or not? [He will appear.—ED.]

THE good citizens of Belleville, Essex County, are endeavoring to hound the township for \$40,000, the money to be devoted to the purpose of macadamizing and otherwise improving the streets and roadways of the town, all of which should interest cycledom.

SNOW, rain, slush; more snow, more rain, more slush, is about the condition of things in "Jersey." We are in hopes, however, that we will see a change *some time*. A lot of "locals" are arranging for a jaunt a-wheel for George's Birthday, but are rather skittish about naming a route, as the clerk of the weather is not very obliging about sending out advance notices.

MR. EDITOR, can you explain why Ralph Friedberg (Temple) is so generally referred to as a "new rider," or a "new man on the

track?" A man who won seven firsts, two seconds, in nine races in 1883; ten firsts, one second, in eleven races in 1884; eleven firsts, thirteen seconds, one third, in fifteen races in 1885, can't be a very new man in 1888, to my way of thinking; or do those who refer to him as "new," mean simply new as a *fast* rider? [Temple only developed phenomenal speed during 1887. Hence the term, "new man."—ED.]

THAT "combine," Mr. Editor, is looked upon as a "stunner" by the boys round here. They are satisfied, however, that after 2 March they will receive a first-class paper. One of our Newark cyclists said to me, when he heard of the combine: "It's funny that so many cycling journals 'start up' and 'bust up,' the 'old, reliable' *BI. WORLD* seems to be a fixture." He did not seem to "catch on" when I told him it was imperatively necessary to keep one journal in the field for the purpose of recording the rise and fall of the *amateur* journalists and their ventures.

PROF. JAMES RICALTON, the "country schoolmaster," stories of whose travels in foreign countries alone and unattended are familiar to all who have read *Outing*, has resigned his position as principal of the Maplewood school of East Orange. Prof. Ricalton is possessed of remarkable ingenuity, is somewhat of an inventor, has a mania for gathering new species of minerals and other curiosities and his latest travels won for him considerable fame and brought him to the notice of Thomas Edison, the world-famed electrician, who at once offered him big inducements to enter his employ for special work. The professor accepted, and will, in a few days, start for a two years' trip through Asia and other remote places to obtain material for special inventive work.

"SHORTY," the scorcher of the New Jersey Wheelmen, thought he would "go the rounds" with a horse and carriage last Wednesday, as the roads were almost too lumpy and glassy for travelling a-wheel. He had got as far as Washington Park, when his steed took a notion to "go it alone." "Shorty" had on a pair of heavy buffalo gloves, and before he could manage to shorten up on the reins, his carriage went ker-bang against a grocery wagon, and then caromed over against the curb, spilling "Shorty" on his head, and giving him a pretty bad cut and bruise. He was not "knocked out," however, and a few hours afterward, when he gave me a lift down town, he was laughing over his mishap, and said that after the spill he had driven to Rutherford and Carlstadt and back.

THERE'S a sweet-tempered man in St. Louis

(You'll find many such in the land),

Who thinks under the sun nothing new is,

Unless 'tis the work of his hand.

Such a fearful "Bombastes" is this sweet-tempered man,

As to think o'er his scribbling we rage;

He mistakes; for its nausea, not choler, takes hold;

As we find we can't stomach his *page*.

#### PHILADELPHIA.

#### "LANCELOT."

OUR Philadelphia wheelmen are certainly full of life, and the cold weather is not going to stop their fun, not if they know it. The Pennsylvania and Century Wheelmen will have a winter race meeting at the Elite Rink on Thursday evening, February 16th. There will be a one-mile open race, a one-mile novice race, and a one-mile race for the 3.10 class. These are all for amateurs, but there will be two races open for professionals at two and five miles. There will also be club races between members of the Century, Pennsylvania, South End, Tioga and Camden clubs, and an Inter-club race between the winners.

LAST Saturday night the Arch Street Theatre was crowded with cyclists and their friends, the occasion being a benefit for the Camden, N. J., Wheelmen.

OUR wheelmen all seem pleased that the *BICYCLING WORLD* has been selected as the official organ of the L. A. W. The work of the Reorganization Committee of the L. A. W. has been well received here.

THE Trenton Bicycle Club of Trenton, N. J., has been re-organized under the name of the Thistle Club. The newly-elected officers of the club, are President, H. M. White; Secretary, George McFarland; Treasurer, Louis Fisher.

THE Century Wheelmen have been for some time past dissatisfied with their uniform, and at their last monthly meeting decided to make a change. The new uniform will very much resemble that worn by the Pennsylvania Club, but the black stockings which are worn at present will be retained. The reason for this change is that the present uniform was found unserviceable and too easily soiled.

WE are also to have a six-day professional contest at the Elite Rink, from February 20 to 25. The fastest professionals in the country will be present, the track will be one of the finest ever built, and it is more than likely a few records may go. This six-day, eight hours a day, contest will be visited by cyclers from far and near. Great praise is due the Pennsylvania and Century Clubs for the push and spirit they have shown in getting it up.

AT a special meeting of the Pennsylvania Division of the League of American Wheelmen, which was held on the 9th inst., in the office of Frank Read in the Record Building, at which twelve out of the thirty-four delegates were present, a committee consisting of Messrs. W. R. Tucker, Kirk Brown, Frank Read, D. K. Trimmer, and H. F. Crecelus, to take some action in reference to dividing the State into districts and allowing each district to elect its own representatives. The Division appropriated \$300 toward the expenses of the new road book for the State, and pledged itself to prosecute all cases of assault to cyclers occurring in the State of Pennsylvania.

#### ST. LOUIS.

#### "LINNEUS."

THE *Bulletin* a few weeks ago contained an article written by "Omen," their St. Louis correspondent, which reflects very unjustly on the League at large, and on the officers of the Mo. Division in particular. The story was that Frank Mehlig was arrested on the De Soto road, imprisoned and fined \$5 for scaring a horse causing a smashup. "Omen," makes or rather tries to make, amends in last week's letter, by denying the story in toto. Now the facts in the case are that Mehlig is a very reckless rider, and seems to take particular pains to ride as close to a horse or vehicle as possible; further should a person happen along the road, driving a "skittish" horse, motion or ask this person to get off he would be laughed at or told to go to sheol. When the accident referred to above happened the occupants of the vehicle had previously motioned and begged this man to get off, or at least go to the left side of the road, so that if their horse became unmanageable, they could have turned him into an embankment, which he persistently refused to do. The result was that when Mehlig passed them, the horse had backed down off of the road. A case of this kind merits an expulsion, and not as "Wind-Mill" Omen claims, protection from the League. Mehlig has a weakness for notoriety. It is not so long ago that he claimed to have scared a horse on this same road, causing his death, for which he was held four hours and then released.

It can now be authoritatively stated that W. M. Brewster will not run for the office of Captain of the Missouri Bicycle Club at the coming election. Brewster is a married man, and wishes to spend his time on Sundays and holidays as he sees fit, and not be bound down by the duties of the position. It is needless to say that Brewster has made a very good officer, and brought the Missouri Bicycle Club out of what was practically a non-riding club to one of the most active in America. He seldom failed to show up on the mornings for which runs were called and if he did he had a substitute appointed to take his place. It is a matter of universal regret that he has to lay down a work so grandly commenced and his successor should have no trouble in keeping the helm in the lines that he held it.

AB LEWIS, who was, until last season, the first Lieutenant of the club, is mentioned as a candidate for the captaincy. He has expressed his willingness to run, and will no doubt make a good officer. Ab is one of the nicest boys in the club, a rider from away back, and is generally well liked by the whole membership. A better selection could not be made, and I think that the duties of his new position will tend to wean him from his latest hobby, parlor-soldiering.

THE St. Louis Cycle Club had a billiard tournament arranged to start Saturday, Feb. 4, as per their bulletin board, but it was postponed until Wednesday. The club has some very fine players, regular "sharks;" notably among them are B. Lee, E. Bates, and an associate member by name of Anderson. The Cycle Club is a League club, and some comment is heard that the club does not renew in a body as the League constitution provides. It seems that its members are renewing singly, one by one. I would ask their genial Treasury what is the matter, has somebody lifted your leather?

In the absence of Billy Barron, C. C. Hildebrand led the gymnasium class last Thursday, and right nobly did he do it. After the usual exercises, the more advanced members indulged in a little high kicking, and to show what the boys can do in this line, I will state that Hildebrand made a running kick of 91 inches.

THE Board of Officers of the Missouri Division held an enthusiastic meeting Monday night, at the Missouri's club house. The first

copy of the road book was shown, and received much favorable comment. While this book is not quite as large as the Ohio one, it certainly contains much that is of great value and interest to the cyclist, and it is a start in the right direction. A road book once out, the succeeding ones are easily gotten up and bettered. A motion was made and passed, that the book be given free to those who renew or join during the first quarter; for those joining during the second quarter a charge of ten cents; third quarter, twenty-five cents; fourth quarter, thirty-five cents. Chief Consul Brewster will attend the Board of Officers' meeting at New York, and will carry the proxies of six representatives. The renewals are not coming in as rapidly as might be wished for, and the Board voted to employ a collector to look after them. As this would be a considerable expense to a division not overly rich, W. M. Brewster decided to take to the "street" himself, and well did he do it. He got thirty-six renewals the first day, and at this writing is still at it. As it is impossible for him to call on all of the members, those that have not renewed should send in their dollar at once.

THE Bal Masqué of the Missouri Club came off, as announced, February 9. It was a grand success. A better committee than that composed of Messrs. Jones, Irvine, S. A. Hatch, T. B. Lynch, with W. M. Brewster as Chairman, would be hard to find. Dancing commenced promptly at 8.30, and was kept up, with a short intermission for lunch, until the wee small hours. The special features were to be the initial appearance of the Glee Club, and the irrepressible Klipstein doing the fancy. The Glee Club, on account of a death in one of their member's family, did not make their bow. There were many pretty historical and ancient costumes on the floor. Among those (neither historical nor ancient) noticed by your correspondent, were the typical Irishman of Mel Smithers, astrologer of Percy Stone (I take it he was trying to locate his amateur star), court gentleman of Will Barron, typical Jew of Harry Londermann, baker of Dr. Keith, country lady and gentleman of Bob and Miss Sharp, and the African get up of Klipstein. "Klip" rode the club's bone-shaker in this costume, and caused lots of merriment by his antics. He afterwards made a lightning change, and did the fancy dressed as a "jock," a la Isaac Murphy. Old "Ribsey" Williamson, a young man aged fifty, or thereabouts, contributed his share to the entertainment by walking over everybody—he was on a pair of immense stilts. The weather was beastly, two or three degrees below zero, with snow. In spite of this drawback about 150 ladies and gentlemen attended, and had a great time.

#### PITTSBURG and VICINITY.

##### "DUQUESNE."

THE cycling world is hardly "the land of lost gods and god-like men." The Whittaker-McCurdy affair has barely had time to become generally known before another equally startling is given publicity. William Eyster of Canton, Ohio, who is well-known in Western Pennsylvania and Eastern Ohio cycling circles as a dealer in and repairer of wheels, has fallen from grace. The *Dispatch* gives particulars, after announcing the fact of the arrest of Eyster, a bicycle dealer, for obtaining money under false pretences (the amount is said to be \$1500) it enters into details and winds up by saying Eyster had just returned from an elopement trip with the wife of Peter Miller.

"Rowe, the bicyclist, lately arrived in England, has been matched against Howell for \$1000, to ride one and ten miles."—*Dispatch*. Isn't the *Dispatch* a little "previous" in saying "has been matched, etc.?"

THE Re-organization Committee deserve credit for sound judgment in so far as their scheme has been published. Their suggestions, if carried out, will certainly be beneficial to the L. A. W. It is to be hoped that it would culminate in the admission of professionals to membership.

THE probabilities are that Banker will have his headquarters on Sixth street after March 1. It is his intention to have quite an elaborate opening when he gets settled in his new place. The riding school will continue on under its present management until June 1, and possibly latter.

#### RECORD OF THE WEEK.

THE *Critic* says that all cycling editors must have sponge cake to be happy. Well, he is about right. It is not for the cake's own soft, spongy sake that we like it, but somehow or other the sweet associations of lovely femininity, soft, white dresses and the subtle perfume of "New Mown Hay" seem to be inseparable. Yes, sponge cake, ice cream and sweet sixteen seem to fit in together.

Sponge cake and no girl jars on our feelings: it awakens sad, sweet memories, and alas, our hair is beginning to show the silver!! Have our sponge cake days really gone forever?

W. W. STALL is taking his usual winter tour down New Jersey way.

'Tis said that Rowe and Howell will come together first in a mile race, and then in a ten-mile race.

THE spring meeting of the Board of Officers of the C. W. A. will be held at Toronto, February 22d.

THE Viaduct, London, is called "Cycle Walk," from the fact that many of the cycle houses have depots there.

OUR English exchanges this week are plethoric with ads. and reports on the great Stanley show, so far the greatest on record.

MR. THOMAS STEVENS appeared before the Hudson County Wheelmen yesterday, the 16th, and delivered a lecture on his tour round the world.

THE Massachusetts Club will have a "ladies' night" at their club house on Newbury street this evening. Music, dancing and a supper will be the features.

WE hope the friction between the League and the Maryland Division, in regard to proposed date of meeting, will be eased up by the oil of reason and good fellowship.

THE Pennsylvania Division means business. At a late meeting it was voted to pay all expenses in prosecuting road hogs who interfere with the rights of members on the highways.

A GOOD deal of printer's ink has been used on the Wells-Greenwood-Rogers controversy. Enough, gentlemen; now come down to business—one at Corey, one at Eagle Rock, and one at the DeSoto terror.

FOR the first time in many moons we notice the name of ex-Secretary Aaron in print. We hear that he will go to Gotham, and there pursue the vocation of life insurance. Just a year ago Mr. Aaron was a very prominent figure in cycling affairs.

THE Philadelphia *Item* lays great stress on the fact that the League ceases to publish the *Bulletin*. This paper repeats and rings the changes on this fact, but never a hint of the transfer of the *Bulletin* to the WORLD. Is this square, nay, is it decent?

WE desire to thank the *Wheel*, the *Cyclist* and *Athlete*, and other papers for kind words of congratulation on our new move and consolidation. We are glad on our own account as well as that of the Executive Committee that the verdict, so far as heard from, is "Good!!"

ARMAINDO back on the track!! Why, what's the matter with the fortune she was reported to have married along with the man of her choice? Has the track such charms for her, that she is willing to forsake her life of ease and opulence for that of hard work and uncertain financial income?

OUR readers remember Carnell, the Philadelphia brute, who assaulted Mr. Evans? Well, the delectable butcher has deserted his wife and left the town to avoid prosecution. "He never will be missed." We would, however, rejoice to hear of his taking rooms at the State boarding house for a period of years.

THE next phase of six-days "punishing matches" promises to take the form of a contest on rowing tricycles. This tournament is to take place at the Albert Palace, London. We make a guess that men can not last, the position forbids it. If they do stay the six days, we put the limit to be covered at 600 miles.

WE are pleased to notice that the verdict relative to the combination so far as it has been expressed is complimentary to us. We expect some comments not so favorable from a few—who can expect to please every one—but so long as the majority of the vast rank and file of our new constituency are pleased, we shall be content.

THE English papers hail with pleasure the prospect of having some American racing men over there, in order that the dying interest in cycle racing may be revived. They complain of the monotony of seeing the same men competing day after day. Crist, Rich and Foster would be a good representative amateur team to go over.

OUR friend, Gentleman John, met with a mishap from the back of an Irish hunter. He sends us a sketch of the disaster, in which he is portrayed on the horse *passant*, on the horse *rampant*, and off the horse *couchant*. As between the dangers of cycling and hunting, our correspondent prefers the frisky cycle to the hard-mouthed hunter.

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SAMUEL T. CLARK & CO., - - - Baltimore, Md.

Owing to the increased business of the above firm in the past two seasons, during which time the

## New Rapid Bicycles & Quadrant Tricycles

Have become so thoroughly and favorably known to riders throughout the country, it has been found necessary to increase our facilities for handling this growing trade, and for this purpose the above corporation has been formed. And in making this announcement to the cycling public, we consider it an opportune moment to ask them to

**Remember**, that we were the first to introduce on the American market our now famous method of wheel construction, with **TRUE TANGENT SPOKES**, and that while every American Manufacturer of note has been forced to copy it, we still have, in all our **NEW RAPID CYCLES**, the **best** and **strongest cycle wheels** ever made.

**Remember**, too, that the **Quadrant Steering**, as applied to all our **QUADRANT TRICYCLES**, remains unequalled as a **perfect steering device** and **anti-vibrator**, without the use of springs to the front wheel.

**Remember**, first, last and all the time, that we shall be in the field for

## The Season of 1888

With a line of Cycles, all kinds, that cannot be surpassed in any respect.

WRITE FOR CATALOGUE.

THE CLARK CYCLE COMPANY,  
Baltimore, Md.

When we are compelled to use racing wheels to make records,

**WE SHALL SAY SO,**

but so far our ordinary road machines seem to be

**SPEEDIER,**

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

**350 1-2 Miles in 24 Hours,**

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

**323 \* MILES \* IN \* TWENTY-FOUR \* HOURS.**

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

**100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,**

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

**G. & J. BALL BEARINGS.**

 Catalog cheerfully mailed on application.

**Gormully & Jeffery Mfg. Co.,**

**CHICAGO, - - ILL.**

 Largest Manufacturers of Cycles and Sundries in America.

J. S. MURRAY, Agent, 100 Sudbury Street, Boston.

WE have many kind words personally from officers and members of the League in regard to the consolidation. It is a pleasant fact that up to the present writing we have heard of nothing printed, said or written other than of a complimentary character. This fact will not cause us to become over vain, on the contrary it will incite us to fresh effort to please our readers.

OUR friend of the *Spectator* asks that a flag of truce be hoisted long enough to offer congratulations, etc. We discern the hidden sarcasm in the terms of congratulation, but none the less we will accept them as though "no sting were hidden there." But if peace is to be proclaimed between our St. Louis friends and ourselves, won't some other man please pitch into us? We will get too angelic for this sphere unless we can spar for points once in a while.

"I TAKE all my exercise in a gymnasium," said a gentleman to us the other day, in reply to our inquiry why he did not take to cycling. A gymnasium is all right as far as it goes but it is as water compared with the richness of wine when comparison is made with the benefits to be derived from cycling. Can the benefit to be derived in exercising in the comparatively vitiated air of the gymnasium be likened to life-giving air of the country? The gymnasium is, however, better than nothing.

WE hear that when Baltimore cyclists give a "ladies' night" at their club houses, they are careful to provide the ladies' room with necessary p—r and r—ge, so that Baltimore's fair daughters (and they are very fair) may supplement their own natural beauty with the necessary artful touches. This is a hint for clubs that entertain ladies. We are a bachelor, and don't know much, but we would timidly suggest also, a supply of hair pins, cream caramels, and a pair of curling tongs. How's that?

"LAST week we (*Bi. News*) touched upon an American scribe who had been 'going for' English tourists, wondering at his name. The following list of his, or his namesake's, deeds have been furnished by our valued correspondent, 'Cleopatra': 'Duquesne, pronounced Ducane (very old family), went into the ark with Mr. Noah, was private Secretary to Noah, and one of the Cabinet Council of Queen Elizabeth; helped to build the Tower of Babel, the Pyramids of Egypt, and the Leaning Tower of Pisa; also assisted to remove Temple Bar, and made the rod with which Moses struck the rock; was the founder of Life Assurances and Navigation; had thirty-eleven sons, and died full of honors. He was also private Secretary to Queen Esther, the 'Rose of Sharon,' and Pope Leo. XXIX.'"

THE following at first sight looks like a serious document, and on receiving same, at first glance, our mind reverted to the record of our evil doings. Imagine our relief when we discovered the true purport of the "Subpœna."

"The Long Island Wheelmen, to whomsoever this Subpœna may come. Greeting: We respectfully invite, That all business and excuses being laid aside, you appear and attend before Hon. Mollusk Fossil, L. I. W., at the Club House, No. 1281 Bedford Avenue, Brooklyn, on the 18th day of February, 1888, at 8 P. M., to listen to all that may be presented in a certain action, wherein *Nosejammer*, is plaintiff, and *Daisey*, defendant; and for a failure to attend, you will be deemed unable to ride a Bicycle, and liable to lose an entertaining evening, and forfeit a cup of coffee and a sandwich in addition thereto.

HIGHROARING SOLEMNCUSS.

Clerk L. I. W. Court.

Witness, HON. MOLLUSK FOSSIL, L. I. W.

## WHEEL CLUB NEWS.

AN exquisitely engraved invitation from the Pennsylvania Bicycle Club, to be present at their reception to be given on the evening of February 22d, is at hand. It is composed of two sheets of antique paper, natively tied together with small ribbons of the club colors, yellow and blue. The cover sheet has a finely engraved *vignette* of the club house, while in the upper left-hand corner the club badge is embossed on the paper. Alas, that the requirements of the editorship and the proverbial shallowness of his pocketbook forbid that we should have to refuse so many invitations.

THE Boston Club dinner is always a yearly affair of importance, but the dinner, held at Parker's last Saturday, was one of more than usual interest, because it was the "10th Annual." Naturally the members grew eloquent over this fact, that the oldest club in America had attained the age of ten years. The dinner, with orchestral music accompaniment was very fine. Mr. Toastmaster Donahoe, in his inimitable way, piloted the different speakers to the starting post, and launched them on to the sea of pleasant talk. Messrs. Kennedy-Child, J. S. Dean, J. R. Chadwick, Judge Bumpus,

and others made excellent speeches. Mr. H. W. Hayes, Vice President of the League, was the guest of the club, and he responded to the toast of the League. Kennedy-Child waxed eloquent and pathetic in answering for the ladies, and Mr. Dean responded to the toast of absent members in his usual happy vein. Certain rituals and ceremonies of the club were religiously observed, and the party did not disperse until high unto 12, midnight.

"HUNDREDS of friends of the Troy Bicycle Club gathered in the club's spacious hall to witness the fourth annual in-door tournament. The committee of arrangements, of which Fred H. Norris was chairman, secured an excellent programme. Each event was accompanied by music by the club's orchestra. Prof. George A. Zahn, A. H. Stone, Fred Schutt, Charles Rogers and Master George A. Zahn were first seen in exercises on parallel bars, and these muscular movements, with the agility of the same performers on the horizontal bar, won the favor of the spectators. Prof. John Seror followed with a difficult act on a high wire, walking and performing several daring feats with a balance-pole. As a trapeze performer Prof. Seror also distinguished himself. A notable feature of his performance was seating himself on a chair, which was balanced with two of its legs resting on the trapeze bar. Indian club swinging was executed by Alexander H. Stone, who was applauded. John Kennedy was a graceful contortionist. James Killoran, as referee, managed an exciting exhibition of boxing by William C. Simmons and Charles E. Connor. The young men showed considerable knowledge of the art. Four two-minute rounds were contested. At the conclusion Mr. Killoran said he could make no choice of the victor, but was unofficially announced by others that Mr. Simmons captured the first, second and fourth rounds. An overture by the orchestra preceded a bicycle drill by fourteen members of the club, composing the drill squad. Capt. William M. Thiessan commanded. Capt. Thiessan received the greater number of points at foil fencing with George Starkweather. Double fancy bicycle riding was given by A. F. Edmans and H. M. Hudson, and a skillful exhibition was enjoyed. Edward Ellenwood was admired in fancy bicycle riding. One of his acts was the propelling of a single wheel. The most important event, the tug-of-war between the Albany Wheelmen and the Troy Bicycle Club, closed the entertainment. There were two struggles. Eight men represented each club. The Albany athletes evidently lost their pull at the ice carnival last week, as the Troy club was successful in each struggle." —*Times*.

## CLUB MANAGEMENT.

HAVING been called upon four different times to take a hand in the direction of the affairs of one of the largest clubs in the country, perhaps the experience acquired during these four terms may be of some benefit to the younger clubs which are daily springing into existence.

The first thing to be considered is the *membership*, and I think it no exaggeration when it is stated that the welfare, prosperity and standing of a club, socially and otherwise, depend more upon the personnel of its members than anything else. By this it is not meant that the members should all be possessed of the same degree of education nor that their financial standing should be the same; but it should be insisted upon that all members should be *gentlemen* in all that the term implies, and when this criterion is adopted and strictly adhered to, you may rest assured that your course will be much smoother, and that your club will assume and maintain a standing in the eyes of the public that it cannot secure in any other way.

The occupations, conditions in life, and habits of the members may, and undoubtedly will, differ very materially, but while these differences exist, there is nothing to prevent them all being gentlemen. A very good rule to lay down is this: Say to yourself, shall I, or would I be willing to, introduce this applicant to my sister or mother? Unless you can satisfy yourself that you would be willing to ask the applicant to your home, vote against him.

## THE NEXT QUESTION

that naturally suggests itself is, "how am I to ascertain the character of the applicant?"

Of course it seldom happens that an applicant is personally known to all the members, and those who are not acquainted with him must depend upon the recommendations of other members. In order to ascertain the character of an applicant, I would first suggest that he be invited to come around to the club quarters and become acquainted with the members, and after one or two visits and attendance upon club runs, you will be able to form a very good idea of the desirability of the applicant.

When the application is made, it should be referred to a committee (appointed or elected) of the representative men of the club, whose

duty it should be to inquire into the character of the applicant, and report to the Executive Committee of the club.

If this membership or election committee does its duty, no objectionable persons will be able to find their names upon the roll of members.

If the name be favorably reported upon by the election committee and also by the Executive Committee, then it should come before the club for action; and the members who endorsed the applicant should say whatever they think is proper, in order that the club may act intelligently upon the application.

#### THE CHARACTER OF AN APPLICANT

can frequently be determined by the character or standing of the members who endorse his application.

Having thus determined upon the course to be pursued with regard to the admission of members, the next thing to be considered is the control or management of the members, and the affairs of the club. These two subjects are entirely distinct and separate, although the former is dependent upon, and controlled to a certain extent by, the latter.

#### THE NUMBER OF MEMBERS

is a matter that may be varied as desired, but care should be taken to select only those who are capable, energetic, and willing to work. The officers should all be members, *ex-officio*, of an Executive Committee, and it is advisable that some members who are not officers be elected to serve upon the Committee, to represent the club at large.

All matters that relate to the affairs of the club should first be submitted to this Committee for its action, and the minutes of the committee meeting should be read at the next regular club meeting, and unless the action of the Committee be disapproved of by the club, the Committee's action should be final. All sub-committees such as the Election or Membership Committee, and a Room Committee should be composed of members of the club, one (at least) of whom shall be a member of the Executive Committee, thus bringing a representative of the Executive Committee into every matter that can in any way effect the club. I have heard, repeatedly,

#### OBJECTIONS MADE TO THIS CENTRALIZATION,

so to speak, of power; but instead of being convinced of the force of the objections, I have, from careful observation, come to the conclusion that the plan above indicated is by all means the best that I have ever seen or heard of. Take a large club, and there are certain members who rarely attend meetings, and as proof of this I might say that out of a membership of 120 active members it is the exception when thirty members attend the meetings. [This is true.—Ed.]

It is fair to presume that a committee of five or six, or even ten, can much more thoroughly discuss, investigate and determine upon a matter than can a crowd say of thirty or fifty, who, prior to the night of the meeting, probably never heard of the matter to be considered.

Two years on the committee and two years off the committee have given me an opportunity to judge of the merits of having everything properly digested before bringing it before the club for action. After officers have been re-elected several times, there will be, without intention, but gradually and almost imperceptibly,

#### FORMED A CLIQUE,

which, if allowed to grow, will ultimately cause a split or breach in the club, and therefore when an officer who is of the clique is before you for re-election, vote against him, although he may be a good officer. It is much better to sacrifice or humble the pride of one than to let the club be disrupted, as will surely follow if the clique is allowed to exist or grow, for no matter how much that officer intends to avoid affiliation with the other members of the clique he will inevitably and almost unknowingly fall in with them. Avoid therefore the formation of any cliques, as their sole object is to "run" certain schemes through the club to gratify their selfish ambition.

Now with regard to the control or management of the members themselves. This matter should be left to a committee, the Room or House Committee, to which reference has already been made, and this committee should bear in mind that

#### THE FEWER RESTRICTIONS THE BETTER

will be the conduct of members. Give them to understand that you consider them gentlemen, and expect them to act as such, and you will, in nine cases out of ten, find that this is about all that is necessary to do. If there is any member who would break the club rules, the mere fact of having such rules would not prevent him from breaking them; he would do it whether there were or were not any rules. The mere fact of having rules raises the presumption that there is necessity for such rules, and this not pleasant to admit.

It should also be the duty of this committee to scrutinize and ap-

prove all the bills of the Treasurer. This officer should furnish each month, an itemized statement, which should be carefully examined by all members of the club, not only for their information, but in order that they might devise means whereby the unnecessary expenses could be done away with.

The foregoing gives an outline of the principal factors in a club's government, and will, I trust, be considered by those who contemplate the formation of clubs as well as by those who are interested in the good government of existing clubs. Before concluding, there is one rule that I think is of the utmost importance, and that is, to incur no liability unless you see your way clear to meet it.

Washington, D. C., Feb. 4, 1888.

RET LAW.



#### INDEX TO MACHINES ALREADY DESCRIBED.

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WE have in this column numerous items on the Stanley show, taken from the English papers. We shall have a specially written article from our English correspondent on the subject, we hope for our next week's issue. In the meantime we take from the *Bi. News*, the *Cyclist* and *Wheeling* the information most likely to interest our American readers.

"THE appearance of the Pope Co. at the Stanley Show for 1888 may be said to mark an era in the history of the cycle trade. The gratifying possible interest was felt in these machines, and when they arrived on a Monday—the steamer bringing them was a day late—many members of the trade taking an early opportunity of inspecting them. The general verdict was certainly that they were well made, and machines of which the Pope Co. had every reason to be proud. The racer, in particular, was as fine a piece of work in that direction as any we have seen, and we no longer wonder at the records of Rowe and others, considering the mounts they were on. Putting insular prejudice aside, the principles of English free trade will give the Pope Co. a fair field and no favor—which is more than English-made machines always get in the States—and it is certain that, if there is a market for them in this 'right little, tight little island,' no man is better able to find same out than Mr. Sydney Lee."—*Serving Machine and Cycle News*.

THE *Spectator* correspondent has been taking a stroll among the St. Louis trade, and we are pleased to note that he arrives at the following cheerful conclusions: "Taken as a whole, the local cycling trade never looked quite so encouraging as it does at this season, and our good streets, parks and country roads will be inducements to swell the ranks of our riders by large accessions of those who at present walk or ride in the street cars."

THE Victor people report that the old, reliable Victor swing saddle is constantly growing in popularity with riders. You will find them on all sorts of machines, but you never find another make of saddle on a Victor bicycle.

It may be interesting for our readers to know that Messrs. Stoddard, Lovering & Co., were the first importers of English wheels in this country; and the English Challenge wheels, which were once sold by the Pope Mfg. Co., came through their hands, as have most of the English machines during the last ten years, although their name has never appeared in the transactions. They still control the agency of the Rudge in a wholesale way, as Mr. H. M. Saben will continue the distributive part of the business through his numerous agents. Mr. H. D. Corey still retains his interest in the Rudge business, and divides his time between the Rudge and Columbia headquarters.



THE VICTOR SAFETY FOR 1888.

We called up at 182 Columbus avenue to get facts in regard to the new Victor safety, 1888 pattern. We found President A. H. Overman ready to give us the information. "You will be the first to get facts, now what do you want to know?" said Mr. Overman. "Wherein does the new pattern differ and improve on last year's pattern?" we asked.

"First of all," replied the gentleman, "we have corrected the steering centres so that in the new machine the sensitive steering which characterizes the type will be entirely done away with. You will notice that the steering post is much nearer the perpendicular than common. Another great point is the change in the frame. We have adopted the five side double tubular back fork frame. It is the most expensive and difficult form to make, but we are after results, regardless of cost or difficulty, and so in the 'five side' frame we find the greatest strength and stiffness that can be attained. The spring fork will be practically the same as last year. The steel used in the construction of these springs is the same as used in the very finest quality of sword blades. It is the most elastic and toughest grade of steel manufactured.

The 'Rocking beam,' on which the front forks and steering head are hinged, is made in the most careful manner, and each joint or hinge plays on a set of balls. The stay rods are adjustable, and instead of going down from the head to the hub, equal distance from each other, they follow about the slant of the spokes, thus giving a more rigid stay and more graceful lines. Neat foot rests, also adjustable, are fitted on to each side of the spring fork. Balls are used in every part possible where motion is encountered, and this fact will be appreciated where it is known that each machine has 176 balls in its make-up; the largest number ever put into one cycle.

The adjustment of chain is very simple, and can be accomplished in a very few moments. It is done by the turning of one screw, which can be secured in place by a simple lock nut device. The wheels will be the same as last year, hollow rims and tangent spokes, with forged steel hubs.

The machine is every bit made in our factory at Chicopee Falls. Every piece is made positively interchangeable, and is gauged down so that an infinitesimal fractions variation condemns the part tested. The best steel and drop forgings are used throughout. The seat rod is milled in such a way that the rider having once properly adjusted the reach he can, if he change for some one else, at once put back the post to his own reach. The saddle is adjustable back and front, and is detachable as last year. The handle-bar and handles are the same as formerly, as is also the brake. The finish will be about the same as last year."

This was about the pith of what Mr. Overman imparted. Oh, yes, there was one more important point: In most, if not all safeties, the distance between the bearings on the crank-gear axle and the end of said axle are unequal, thus: A—B—B—G—A. The A's represent ends of axle, B the bearing points, and G the gear wheel. On the gear side the length is greater than on the other. This extra leverage on the right hand side causes the wheel to wobble; to abolish this, Mr. Overman has carried the axle out on the

left hand side, so that from A to B on both sides will be equal distances, thus securing steadiness in driving powers. We have spoken in the past of the great comfort to be found in one of the Victor safeties. With the improvement described about this year's pattern cannot fail to be in great demand among riders the coming season.

For the newspaper man and advertising agent we know of no publication of greater value than the *Advertiser's Reporter*, issued by the Publishers' Commercial Union, at 69 Dearborn St., Chicago, Ill. The present edition is the sixth Annual, and contains the condition and credit of all the principal advertisers in the United States, also the ratings of all the most prominent advertising agents in the country. Although our dealings with the "Union" have been of short duration, they have been of the most satisfactory and reliable nature. This sixth edition has been carefully revised up to date, and reports of corrections, additions, and new ratings are sent out to subscribers at frequent intervals. The *Reporter* is really an invaluable publication for all those who are dealing with advertisers or agents. In case a name is not rated, the personal attention of the "Union" is given, and a confidential report given to subscribers.

H. W. GASKELL is now in the employ of the Rudge Co., Limited.

THE handsomest and most valuable thing in the way of an advertisement is a splendid metallic thermometer, given away by the Overman Wheel Co. A limited number only will be distributed, as they are too costly to give indiscriminately. Happy is the man who can get one. We understand that they will be given to cycle clubs only. They are the finest thing of the kind we ever saw.

WE took a peep at the new Singer tricycle the other day, we mean the one with the three wheels almost the same size. We are going to treat our readers to a description of this dainty, little machine in our next issue if we can.

STEVEN'S machine, on which he rode round the world, is at the Stanley show.

"THE new 'Swift' safety for 1888, by the Coventry Machinists Company, should have attention, it being one of the best yet placed upon the market, and will, we believe, have a large sale for the coming season. The new 'Marlboro' tricycle is fitted with a new spring fork to the steering wheel, which, while absolutely rigid as regards steering, plays vertically to all the inequalities of the road. The C. M. Co. also show a new spring-frame safety, in which the handles are made to move vertically as the frame gives, so that the rider is always the same distance from his handle-bar, which, in machines of this kind, is a distinct gain. In all the Coventry Machinists' Co. have 35 machines on exhibition, among which are two exceptionally light racers, bicycle and tricycle, built to the order of Paul Medinger of Paris."

WE hear that W. J. Morgan will bring over a number of riders, including Howell, to take part in the fall tournament for the coming year. They will race in the interest of Messrs. Rudge & Co., whose machines that team now uses.

THE Rudge catalogue is now ready, and will be sent to any one upon application.

THE new Rover type safety of the Pope Mfg. Co. is called the Veloce Columbia. For simplicity of design and mechanical construction it will be hard to find its superior. For ease and comfort of the rider it has been fitted with large tires and comfortable cradle-spring, and there are no unnecessary joints to work loose or get out of order. From indications, it will undoubtedly be received with a great deal of favor.

WE have booked our order for a new Victor safety of the 1888 pattern, description of which we give in this issue.

NEVER were instruments of the kind submitted to better tests as are being applied to the Victor cyclometer. Each of these machines is proven by being run *ten thousand miles* at the rate of five miles per minute. When they go out they are *right*.

AMONG the novelties shown at the Stanley show were a racing safety weighing nineteen pounds, and a racing bicycle weighing eleven pounds.

MALTBY, the celebrated trick rider, has arrived at his home in Connecticut. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Maltby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.

MODERN requirements make things possible now-a-days which five years ago would not have been. The wealthy who contemplate building can put their hands down deep into their pockets, go to an architect, and, regardless of cost, obtain original designs that suit his fastidious taste to a dot. There are those in this life who are not millionaires, but whose tastes are dainty and refined. To the man of moderate means who wants to build, the architect's fees for special designs and estimates are of no small moment. The Co-operative Building Plan Association Architects, of 63 Broadway, New York, meet the demand of the moderately well-to-do masses. We have before us an exquisitely gotten up paper-covered book, giving elevations and plans for twenty-nine houses, ranging in cost from \$1000 up to \$4000. The designs are of the very latest and best types. The party can pick out his design, and for a sum ranging from \$15 to \$33 he can secure a full, regular set of working plans and guaranteed estimates as to cost of house. This is an excellent thing, and places the services of an architect at the disposal of those whose pocket books are not fathomless. To those who want to go high, as well as those that cannot afford it, we can say that the Association publications cover 350 designs, ranging in cost from \$600 to \$20,000.

It is not an improbable thing that bicycling for ladies will not be an accomplished fact before many days. The Smith National Cycle Co. of Washington have lately completed a bicycle and tandem bicycle, especially built with a view to meet demands of lady riders. The ladies' bicycle consists of a 30-inch rear-driving wheel, and a 24-inch front-steering wheel connected by a U-shaped frame, with ample space between the seat and handle-bar to allow freedom to the skirts for graceful mounting and dismounting. The seat is stationed directly over the front wheel, with the pedals immediately beneath, so that when seated the lady stands in an absolute verticle position over the pedals. The frame to which the pedals are attached, is low, near the ground, enables the machine to be worked with perfect ease and without awkwardness or disarrangement of skirts. The machine is geared to a 54-inch wheel if desired, or any

other gear that may be ordered. The tandem bicycle is one 32-inch driving and one 24-inch front steering wheel, with a connecting frame dropping low to the ground and running forward entirely beneath the feet of the front rider, thus having no gearing or frame of any kind in front of the forward rider, the handle-bars extending from the rear around to the side of the forward rider. Both riders sat directly over the rear wheel and drive it by two sets of pedals and endless chains. The steering and balancing is entirely under the control of the rear rider, making it unnecessary that the front one shall know anything about cycling. Several ladies have tried it, and pronounce it a great success.

#### RECENT PATENTS.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston,—

No. 375,755. Velocipede, W. P. Kidder, Maplewood, Mass. A tricycle.

No. 375,971. Velocipede, J. F. Steffa, Rockvale, Ill.

No. 376,051. Velocipede, Robert Steele, Philadelphia, Pa. A tricycle.

No. 376,073. Railway velocipede, Charles L. Collier, Howell, Mich.

No. 366,241. Bicycle, Peter F. Filliez and A. C. Mounin. Two trailing wheels supporting an extra seat.

No. 376,322. Velocipede saddle, E. G. Latta, Friendship, N. Y. Assignor to Pope Mfg. Co., Portland, Me.

No. 376,551. Tricycle, Geo. Geo. W. Rodecap, Middletown, Ind. One large rear-driving wheel, and two small forward supporting wheels.

No. 376,662 and 376,892. Velocipede saddle, E. G. Latta, Friendship, N. Y. Assignor to Pope Mfg. Co., Portland, Me. Two patents.

No. 377,204. Velocipede, E. G. Latta, Friendship, N. Y. Assignor to Pope Mfg. Co.

A copy of the specification and drawings of any one of the above patents will be furnished on receipt of twenty-five cents (the government charge) by Mr. Williams.

## Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large Illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



## Bicycles on Easy Payments.

New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill

## PUBLICATIONS

FOR SALE BY

## Bicycling World Co.,

No. 12 Pearl Street, Boston.

THE BICYCLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. One Dollar a year.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the Cyclist does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmeay and C. W. Nairn. \$2.50 per year, including postage.

THE TRICYCLE IN RELATION TO HEALTH AND RECREATION. By B. W. Richardson, M. D., F. R. S. By mail, 30 cents.

SAFETY INDISPENSABLE. By Henry Sturmeay. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885.

THE INDISPENSABLE BICYCLIST'S HANDBOOK. Illustrated descriptions of 350 different varieties of Bicycles. 400 illustrations. Price Soc., postpaid.

CHRISTMAS NUMBERS. The Christmas numbers of the Cyclist are profusely illustrated, and filled with entertaining reading matter. "Cycledom," and the current number, have made a furore in the wheel world. We have a few copies left. 40 cents.

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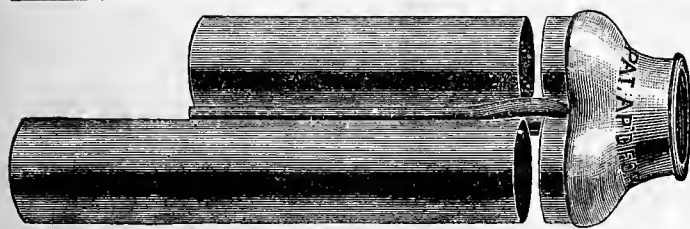
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BOSTON, 24 FEBRUARY, 1888.

Volume XVI.  
Number 17.



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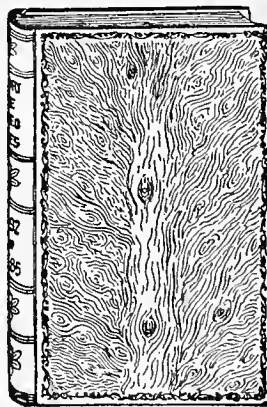
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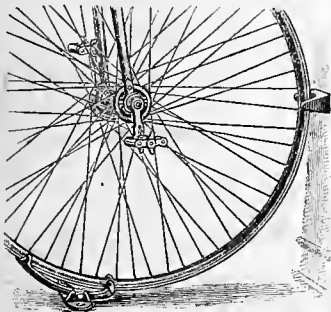
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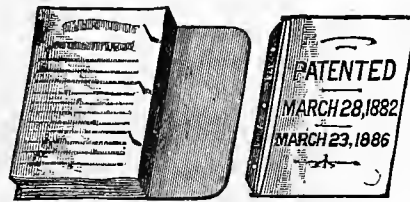
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**APPLICATIONS FOR MEMBERSHIP.**—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

**RENEWAL NOTICE.**—The time allowed for renewals has now expired. Those who have not renewed, but wish to retain their membership must use the application blanks as above.

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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 24 FEBRUARY, 1888.

BY all means read Gentleman John's "chat" on the Stanley Show. It is off the usual run of dry facts and figures, and deals with the matter in a style most pleasing and readable.

CYCLING legislative bodies have been crying for equal rights for wheelmen. Now they wish to restrict, regulate and control wheelmen as if they were all boys needing a mother's care. Witness the action of the English N. C. U.

JUST as we go to press we have a letter from "Gentleman John," who has seen the Le Feur brothers en route for South America via St. Thomas. We shall print the interview in our next, together with portraits of the plucky Frenchmen.

THE Pacific coast wheelmen have gone and flocked together with their own League. They are a long way off, but we wish them joy, though it would seem as if the re-organization of the one League would serve every section all it needs in the way of organization.

WE do not know just how wheelingly our readers feel about now, but we must confess that the contemplation of all the beautiful new designs for wheels has created a desire to once more cross the pig skin. Indeed, we feel quite enthusiastic and impatient withal, to be off on the road.

FROM all about comes the cry for road improvements, and a very pleasant cry it is. It shows how the wind blows. It must be years, of course, before any perceptible change will be made in our highways, but let all good wheelmen keep hammering away, and something good must result.

AGAIN to England for a note and a suggestion. Now don't call us Anglomaniacs because we say it is good, distinctly good. We learn that the wheelmen of Shields, a town in Northern England, is to give the road repairers of their district a dinner and entertainment, will have given it by the time this reaches our readers. Damning alleged road repairers does not seem to have done much good, but perhaps a good dinner and a few sensible speeches might produce some results.

ROWE is in England, and can answer for himself now. Some of our bigoted friends on the other side will have a chance to see what their "only timer," with his Kew certificated chronograph, makes the running. We wish Rowe every success, if only to convince a few who would not believe that any good could come from this country.

THE attempt to prohibit road racing in England, is meeting with lots of opposition, and several leading record breakers and hard road riders have signified their intention of ignoring the action of the ruling body. We hope our League will consider well before it takes too strong a stand in the matter of trenching upon the personal liberties of its members.

SEVERAL enterprising makers are endeavoring with might, main and ingenuity to mount ladies upon two wheels. The form of the machine is that of a low safety, and while we doubt not they are perfectly practicable for be-skirted riders, we think them unsuitable. We never saw a low safety yet that was not extremely dirty. The nearness of rider to the ground and the position between the two wheels results in more dust and mud about one's legs and feet than would suit any lady. Even for men the ordinary safety is uncomfortably dirty, but men can stand a good deal for the sake of a real good riding machine.

## RIFLE MATCH.

THE match last Wednesday night between the Warren Wheel Club and the Hyde Park Ramblers rifle teams, five men each, resulted in a victory for the Hyde Park Club, scores as follows: For Hyde Park—Sawyer, 94; T. A. Walter, 96; J. Walter, 89; F. A. Hall, 92; Head, 94; total, 465. For Warren Wheel Club—Anderson, 92; Read, 90; Savell, 88; McCormick, 89; Noble, 95; total, 454. The return match will be shot at Hyde Park in a few weeks. The Warren and Hyde Park men are anxious to hunt the bull's eye with any club that can furnish a team. We would recommend to the snow-bound wheel clubs this form of winter amusement, it is an excellent and exciting pastime.

## SIX-DAY RACE AT PHILADELPHIA.

AT 10 A. M. Monday, nine men faced the starter at the Elite Rink, Philadelphia. They were Frank E. Dingley of Minneapolis, S. G. Whittaker of Chicago, W. F. Knapp of Denver, R. A. Neilson of Boston, S. P. Hollingsworth of Indiana, H. G. Crocker of Newton, W. A. Rhodes of Boston, E. McDowell of Philadelphia, and C. W. Ashinger of Ohio.

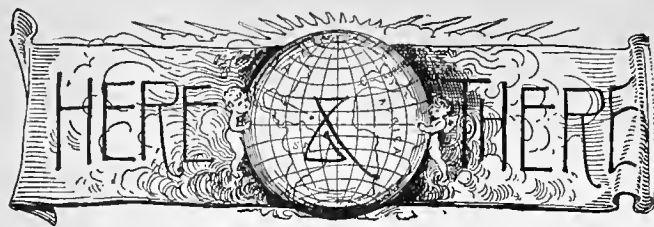
A bad smash-up injured Crocker so as to throw him out of the race. Dingley reached 100 miles first in 6h. 11m. The score for the first 12 hours: Dingley, 181 miles 6 laps; Hollingsworth, 180 miles 7 laps; Knapp, 173 miles 2 laps; Rhodes, 168 miles 1 lap; Ashinger, 171 miles 2 laps; Neilson, 155 miles 3 laps; Whittaker, 153 miles 8 laps; McDowell, 147 miles; Crocker, 71 miles 6 laps.

The second day of the six-day bicycle race closed at 11 o'clock Tuesday with the following scores: Dingley, 354 miles 4 laps; Knapp, 339 miles 9 laps; Rhodes, 338 miles 10 laps; Ashinger, 336 miles 5 laps; Hollingsworth, 329 miles 2 laps; Neilson, 228 miles; Whittaker, 222 miles, 9 laps. Crocker is still confined to his bed.

At the end of the third day, the score stood: Dingley, 513 miles 10 laps; Knapp, 502 miles 8 laps; Hollingsworth, 492 miles 3 laps; Ashinger, 479 miles 5 laps; McDowell, 470 miles 5 laps; Rhodes, 454 miles 10 laps; Whittaker, 280 miles 2 laps; Neilson, 240 miles; Crocker, 119 miles 11 laps. W. COCHRAN.

THE eighth shoot of the Warren Wheel Club took place Tuesday. The score as follows: Anderson, 93; McCormick, 92; Noble, 91; Prentiss, 91; Willard, 90; Read, 90; Frost, 89; Savell, 89; Lang, 87; Bicknell, 83; Hiscock, 76. The lead is still held by Savell, Noble second, Anderson third.

In view of the great six days' race started in Philadelphia last Monday, some facts as to ages and the contestants may be of interest. F. Dingley is the oldest of the lot, and is now 32 years of age. Then comes Jack Prince with his 28 years. R. Neilson is 27, and so is C. W. Ashinger. Stillman G. Whittaker is 26 years old, while S. P. Hollingsworth and W. A. Rhodes are each 22 years of age. Horace Crocker and W. F. Knapp have barely reached their majority, while the youngest of the crowd is E. McDonnell who has only 18 years of life to look back on.



## ENGLISH LETTER.

"SENATOR."

My fox hunting, rabbit coursing, shooting, and my other amusements in the country, came to an end on Wednesday last, and in response to Ralph Temple's imploring letters, I bade my relatives and friends of the pleasant country-place adieu, and hied me to London and the Stanley Show. Poor Ralph had become lonesome, as Woodside was in Ireland laying up a plentiful stock of little jokes and yarns, which are so common in the Emerald Isle. Woodside also writes me that he has been doing a good deal of road riding and touring, as the roads were fairly good. "Woody" is evidently preparing for the year's campaign. My vacation in the country served to afford me a fairly good rest from cycling, and enabled me to map out several important campaigns for the American team in England and abroad, though the present ominous war clouds hanging over Europe bode no good for the team's impending Continental campaign.

THROUGH the thoughtful courtesy of Mr. Dring, the Secretary and Manager of the Stanley Show, a press ticket awaited me at the *Sporting Life* office, so, in common with cycling London and Great Britain generally, "I took in the show." A thoroughly representative display of tandems, tricycles, safeties, ordinaries (and many extraordinary looking affairs), was in view in the main building of the Royal Aquarium, just in the shadowy gloom of old Westminster Abbey, and its historic associations, and a better place (unless Royal Agricultural Hall, Islington, may be mentioned) could not be found. The only (and to my mind great) drawback to the show, was the mixed variety performance, which included an alleged "beauty" from Tunis, called "La Belle Fatina," and a pack of hungry looking wolves, who seemingly understood Russian and a massive whip better than some of the visitors understood the working of the tandem-cup affair exhibited by the Coventry Machinists' Company on their real smart, showy platform. To my mind, the aforesaid variety show, in a great degree, took the attention of the large crowds almost entirely (unless the cyclists can be excepted) from the object of the promoters (i. e., the cycle display). A simple exhibition or match between trick riders, and a track similar to the Agricultural Hall, with a few races between amateurs and professionals on ordinary and geared machines, would, methinks, aid cycling more than a "wolf-beauty" aggregation. It is an injustice to exhibitors, and a partial failure to carry out the intentions of the managers and promoters. Next year, I would certainly recommend Secretary Dring to take the show to Islington, and give the audience a purely cycling show. The audiences would be quite as large, and better results to all concerned would accrue. There was nothing radically new in the show, except the safeties seem to have been made a special feature, done, no doubt, in a great measure, to relieve many of the leading makers of a super-abundance of the "dwarfs" accumulated during the craze, although a tolerable demand was noticed. Tricycles and tandems seemed to more than hold their own, while the ordinary bike seemed to be an article of security and in greater demand than ever. Everything connected with the Stanley Show of 1888 seemed to be of practicable use, and the craze for oddities and monstrosities, seemed to have at last died a deserving death, after a reign of nearly ten years. [On the subject of the relative popularity of safeties and ordinaries, our English correspondents do not agree.—Ed.]

A LOT of sundries, and numerous small exhibitors, which would not be of much service to speak of, were present, so I close my hasty and brief review of the Stanley Show, as I understand Gentleman John will elaborate. I desire to mention a few of the well-known men I met there, and who expressed admiration for the *BICYCLING WORLD*, its editors, and a genial shake of the hand for your correspondent. America was ably represented by Mr. Samuel Clark, of Baltimore, who is over here on business connected with his importations. Mr. Clark held a little levee with the American team representatives. Mr. Joseph Pennell, the artist, traveller, and writer of cycling and other subjects, sends his regards to American friends, and informed me that a new book on a portion of his travels on cycle and foot would shortly appear. Mr. Bert Owen of Washington, D. C., was another prominent "Yankee" visitor, so was Mr.

Belden, connected with the Pope Mfg. Co. of Hartford. Mr. Belden was not allowing the grass to grow under his feet. I heard Mr. A. H. Overman intended to have been present, but had missed the boat. How is that, Mr. A. H.? Mr. Herbert Gaskell, fresh from the United States, in charge of Rudge & Co.'s stall, sends his warm regards to his American friends. The prominent Englishmen I met were: Messrs. Singer, Phillips (Walter), Woodcock, Hillier, Marriott, Cooper, Humber, Rucker, "Tubby" Herbert, Hillman, Lee (Sydney), Furnivall (Junior), Liles, Buckingham, Oxborough, Englehardt, Allard, Adams, Mills, Osmond, Major Knox-Holmes, Palmer, and others. The press was ably represented by Messrs. Sturmer and Swindley, *Cyclist*; Hillier, Kelly and Harmsworth, *Bi. News*; Mc Candlish, Nairn and Low, *Wheeling*; Macredy Bros., *Irish Cyclist*; Walker, Berlin, *Rakfahrrer*; *Veloce-Sport*, Bordeaux; *Athletic Journal*, Manchester; Wheelwright, *Sport and Play*, Birmingham; A. J. Wilson, "Faed," *Tricycling Journal*; Charles Larrotti, *Athletic News*, Manchester, and others.

WELL, by this time your readers, and America generally, will know that W. A. Rowe of Lynn, Mass., is in England, and a member of the American team. The cause of Rowe's coming was no doubt the result of the success of the team. He decided to apply for membership therein, realizing that racing for at least next year (without that team and its allies) would be practically dead in America. About Christmas the Manager of the American team received letters from Mr. Rowe and Mr. W. S. Allen (who accompanied him to England), asking if it was possible that arrangements could be made for his admission to the team and the likelihood of matches with all comers. In reply a letter was sent informing the holder of all records the terms on which he could join the team. He was informed that he should enjoy the same privileges, and obey the same rules which have served to bring the American team into such prominent notice before the world. He was told he would at all times be expected to do his best, and would be matched against Howell and all comers, and he would be free to ride any make of wheel he fancied. Mr. Rowe's reply was by cable, as follows:

"Will come; send instructions." W. A. R.

He was cabled as follows: "Sail immediately; will meet you at Liverpool." American Team.

The following reply was received: "Sail February 1st, Steamer 'Germania.'" Rowe.

Temple goes to Liverpool to meet Mr. Rowe and Mr. Allen, who will train him, to-morrow, as he is expected to arrive on the 9th. He will be met by Liverpool cyclists and given a reception at the cycle exhibition, which opens at Liverpool on the 13th. In the meantime, Mr. Woodside will join his future stable companion, and will come on to London. Temple, after filling a week's exhibition at the Liverpool Cycle Exhibition, will join them, and the trio will go into active training. In the meantime Mr. Rowe is matched against Mr. Howell for \$1000 and the world's championship at one, five and ten miles, the races to take place in April.

THE American team's six-day engagements, are Newcastle, Feb. 27 to March 3, and Royal Agricultural Hall, London, March 24 to 29. W. A. Rowe will appear at both places. Mr. Rowe will be under the sole management of the American team's manager, who will direct his future movements, while Mr. Allen of Lynn will prepare him for his races. By the way, the American team's manager is in receipt of numerous letters from American professionals asking for encouragement to either join the team, or to come to England. Now my advice is (especially to the party who wrote in behalf of one of those fraudulent gentlemen who took part in the disgraceful Minneapolis affair), unless you are faster than Rowe, Temple, Woodside and Howell, don't you come to England, unless you have a return ticket in your pocket, as walking is very bad from Liverpool to New York, and there can be no "jobs" executed in the American team camp confines and no encouragement given to frauds of any kind.

THE American team is of the firm opinion that honesty in racing is the only road to success, and a strict adherence to strict sportsmanlike conduct at all times, is the only thing they will do as a team, then if they fall by the way in doing so, they fall in the full belief and satisfaction that they fell in doing their duty to the public and their own conscience. I don't see how that Minneapolis affair could be anything but what it turned out to be; look at the men connected with it. Any race that Colonel Tanner is interested in, you can bet is worth looking into pretty sharply. This man's companion, Hank Seeley, is another of the same stamp. The latter is the man who did all he knew to prevent me from winning the last 48-hour race in Minneapolis, in order that he might "work" the betting. After forbidding my trainer to allow him to approach my dressing-room, he swore I should not win another race in Minneapolis; neither did I. It will be remembered while leading in the race with Schock, on the fifth day of the night and day race, I was attacked with sudden sickness

while leading easily, and which lost me the race. He kept his promise, and if I was as sure of some things as I am of the fact that I was "stopped" in that race, I would be satisfied.

I NOTICE my friend, the "Owl," has recently been devoting his surplus energy in spinning a few of his little jokes at my expense. I will ship a deadly Bologna sausage from Germany in order to get "even" with him, if he does not stick to his almanac better.

FURNIVALL and Temple were in deep conversation the other day in the Stanley Show. Furnivall was trying to persuade Temple that the latter could do 2.20 for a mile if he had plenty of good pace-makers on a large track. The celebrated amateur protested he would never race again. We'll see.

NICK KAUFMAN, the trick rider, gave the press a little surprise (and Mr. Etherington and himself received one in return.) He issued cards for a champagne supper in the Aquarium of the fifth day (or evening) of the Stanley Show. The real object of the meeting was soon transparent (so was Etherington's hand), as in proposing Kaufmann's health, the Chairman, who had been, no doubt, duly posted, proposed that a medal should be presented to the giver of the supper, representing the "trick championship of the earth." Kaufmann blushed, and his guests, with a few exceptions, applauded the worthy Chairman. Mr. Kaufmann was very careful in his selection of guests for the little affair, but made a fatal mistake in inviting a true sportman, who knows a thing or two about "champions;" that gentleman was Mr. George W. Atkinson, editor of the great London daily, *Sporting Life*. Getting on his feet he moved an amendment to the fact that Mr. Kaufmann should (in all fairness to other aspirants) win the title before he wore it. This caused a fall in the Kaufmann trick stock market of several degrees below zero. There are a few persons left who know champions when they see them.

THE entertainment of the Hudson County Wheelmen, to be given in Pavonia Rink, Jersey City, on the evening of March 2, promises to be one of the finest affairs of the kind ever held in this vicinity. The one-half and one-mile handicap races will be contested by good riders; the trick riding of Maltby and Stout needs no comment, and the game of polo, with Chas. E. and E. W. Kluge and A. S. Brown "up" is bound to be interesting. The Elizabeth wheelmen will be represented in both the polo and the racing.

#### NEW JERSEY NOTES.

"RATCHET."

THE Elizabeth Wheelmen will attend the entertainment of the H. Co. W. in a body. The members will go in full uniform, and will take the 7.12 train from Pennsylvania Depot.

A NEW cycling club, with headquarters at Grovestend, is being talked up. It is also rumored that a club will be formed by the employees of the Clark Thread Company in the spring.

HOWARD A. SMITH had a letter from W. C. Herring a day or two ago, and says the ex-Brooklynite, whose letter is postmarked "New Market," writes as though he was at peace with all the world.

OH, ye proof reader! The idea of "the good citizens of Belleville endeavoring to bound the township for \$40,000," when they are innocent of any such intention, but are simply trying to bond it for that amount. Too much "soda," Mr. Proof-reader.

LEWELLYN H. JOHNSON, riding a "Star" bicycle! Well, well! Actually I thought I had been imbibing too much soda when I saw him merrily bowling along Main street, but I found I did not "have them," for 'twas Johnson on a Star, sure's you're born.

I HAD a look at the road from Newark to Bloomfield on Monday (20), through the windows of a horse car, and I tell you it's bad enough to drive all cycling out of a man's head. Nothing short of a warm, pouring rain, lasting two or three days, will flush down the roads and gutters, and show clear ground.

A LITTLE more of the weather we have had for the past few days, and the macadam will be in fine shape for cycling. About the best thing we could have would be a warm, pouring rain for about two days, to wash off the loose ice and snow, and flush out the gutters and sewers, after which, a day or two of sunshine would make every thing serene.

W. DECKER of Belleville, Howard A. Smith and Dave Clark on a tandem, Frank Brock, W. W. Walters, and Ed Stark on a cripper, took a trip of eighteen or twenty miles in and around the Oranges, on Sunday (19), and judging from the looks of their mounts and clothing when they returned they found the roads anything but delectable.

I UNDERSTAND the Bloomfield Cyclers are looking round for new quarters, and will give them a quiet tip that they can't do much better than to choose Arthur Leuthaeusser's place, the Bloomfield Hotel. There is no more popular host in the town than Arthur, and he says if the boys make up their minds to talk business to him he'll do all he can to fix things up to suit them.

"MILLVILLE, although a small, manufacturing town, has about one cyclist for every twenty-six inhabitants." This item, which has been going the rounds of the press for some time, gives Millville about 300 cyclists, and I am rather inclined to think a mistake has been made. Would like to hear from some of the boys down there as to the correctness of the figures.

PERHAPS "Gentleman John" may be interested to hear that our mutual friend, Chas. E. Baldwin, managing editor of the *North-western Architect and Improvement Record*, of Minneapolis, has been in this part of the world for a couple of weeks. He was not aware that "Gentleman John" had left Minneapolis until I told him. He is East partly on business and partly on pleasure.

I WAS rather surprised, a few days ago, to see D. B. Bonnett travelling along High street with a Humber tandem. "Nothing surprising about that," I hear you say. Oh, yes, but there was, for Mr. Bonnett was in a wagon, and so was the Humber. I did not see him on his return trip, but am rather inclined to think that he carried home a Rudge and left his Humber in Orange.

Now, Mr. Editor, we do not propose to let the little town of Nawark be left out in the cold by allowing the assertion of a Boston firm that they are "the only house in the United States using the English process of stoving enamel" to go unchallenged. We have a firm in this town who do as fine work as any firm in the country, and the firm uses the English process of stoving enamel.

As the riding season draws near it is apparent that this is to be a red-letter year in the annals of cycling hereabouts. The various agencies report that orders are coming in, and the back-woods contingent are writing for catalogues. Inquiries for second-hand wheels are numerous, and if these things have any significance there will be a host of new riders this year.

#### PITTSBURG and VICINITY.

"DUQUESNE."

WHERE is the *Wheel's* Pittsburg correspondent? Is he dead, or only sleeping? He wields a facile pen, and his notes are not among those that "never would be missed."

W. P. BANKER is back from Chicago. He seems to have absorbed some new ideas in the windy city. The object of trip was to perfect arrangements with the Gormully & Jeffery people, who will be represented by him.

I HAVE nothing to say in relation to the *Bi. News'* squib on Duquesne, but as a personal favor, I wish that some one who is not so obtuse as I, would explain it to me. Jokes (such as that) should always be accompanied with an explanatory diagram.

THE *Times* this morning (12) contains an account of the change in the future plans of *Bulletin*. The news is that the *WORLD* will publish the official announcements of the League, and that the publication of the *Bulletin* will be discontinued. As much as the news surprised wheelmen here, it is looked on with favor. The *WORLD* is to be congratulated on securing the large constituency the *Bulletin* possessed. The *WORLD* will be welcomed in its new capacity, and congratulations are offered all round.

#### KANSAS CITY.

"MENTOR."

MESSRS. OTTO WULEEKUHLER, Secretary-Treasurer, Ned Jewett and Harry Phelps, of the Leavenworth County Wheelmen, Leavenworth, Kas., were in the city last Sunday, visiting fellow wheelmen.

CAPTAIN HILTON, of the St. Jo Ruralists, was in the city yesterday. He states that a big time will be had in his city Memorial Day. Neighboring city clubs will be invited to participate in the festivities.

It is generally believed that W. C. Bradley of Ottawa will be the next Chief Consul of Kansas. A better selection could not be made, as Mr. Bradley is a popular, energetic business man, and he will be an honor to the Division as its chief executive. The less said about the present incumbent the better.

CHARLES C. CANDY, formerly Secretary-Treasurer of the Kansas Division, is now travelling over the West in the interests of the Overman Wheel Company, as its representative. The Overman

Wheel Company is to be congratulated in securing the services of Mr. Candy, as he is popular, and can sell a wheel quicker than any one in the West, without exception. Mr. Candy has hosts of friends here.

J. A. DE TAR and J. E. Glaring, of the United Wheelmen, are in the land of eternal summer and perennial real estate booms, Southern California. Mr. De Tar writes that the rainy season has put a damper on his penchant for scorching. He, however, rode down from Los Angeles to Santa Monica, the seaside resort, and was greatly pleased with the trip. The two wanderers are now in San Diego, Cal.

THE United Wheelmen are booming right along. I dropped into their rooms this afternoon, and I noticed L. S. C. Ladish glancing over the *Wheelman* and the last B1. WORLD. Ladish is permanently located here now, so he tells me, and is engaged in the lucrative patent medicine business. He did not state the nature of his concoction for the preservation of life, friends and property, but I presume it is "Ladish's Liver Laxative," or some other alliterative title.

## RECORD OF THE WEEK.

A WELL-KNOWN rider asked us the other day if we did not think that the interest in cycling was decreasing. We asked him why he made the inquiry, and he answered that "Club runs seemed to be getting out of date. The groups so common a year ago on the roads were not now to be seen." "If that is your reason, we can comfort you by the fact that this thing alone is evidence that cycling is getting down on to a normal and sensible basis; less "hurrah, boys," and more good solid fun is what the old rider is after, and what he gets in riding with one congenial companion and not a crowd. Cycling interest is on the increase.

EVERY one will be interested in the letter from the "Senator," and the inside facts as to what Rowe will do in England.

THE Century Wheelmen of Philadelphia are to give an indoor general athletic exhibition at their Broad street club-house on March 6th.

THE racing fever has struck Philadelphia and surrounding country, and rumors are coming in thick and fast as to numberless projected racing tracks.

OUR genial correspondent, Gentleman John, has applied for membership to the Ripley Road Club, McCandlish proposing and Swindley seconding him.

THE six-day "road sculler" contest commenced at the Royal Aquarium, Feb. 13th. The competitors are George Buear, Wallace Ross, C. Carr, W. East, and D. Godwin.

If Hendee is correctly reported as saying that Rowe's chances of winning his races with Howell are ten to one, we think Mr. Hendee is mistaken, as we judge the chances are more even.

OUR English correspondent reports that Furnival puts Temple down as having the capacity to go the mile in 2.20. We wonder if Temple is the man to capture that gold medal we offered?

FRED WOOD's star is in the ascendant, he lately won £50 at a race meet in New Zealand. This amount, with what Wood's friends have sent him, ought to get him home very comfortably.

MODERATION, gentlemen, moderation in the Wells case, for the sake of the sport and good name of the League don't permit anything to take place that may be regretted on cool reflection.

MR. CHARLES S. LUSCOMB's appointment as Brooklyn Park Commissioner is a grand victory for wheelmen. We congratulate the cyclists of the City of Churches, and the Brooklyn City Government also.

The reorganization scheme has given the League new lease of life, and meets with the general approval of both large and small divisions. It has been fashioned to fit the organization of the day, and it seems to fit.

MR. W. J. FLEMING, of Philadelphia, is doing the island of Jamaica on a bicycle. We have, through courtesy, been permitted to read his letters on the subject, and they are replete with interesting facts and perchance also fancies.

THE engagement of Mr. Herbert A. Fuller, of Brookline, Mass., to Miss Carrie A. March, of Watertown, Mass., is announced. Mr. Fuller is a well known cyclist of this section, being League Consul for Brookline, and President of the Rover Cycle Club of that place.

THE tournament of the Pennsylvania and the Century Wheelmen

did not pan out so large a financial success as it was hoped, or as the class of racing warranted. There were some good races, but the management was slow, or the spectators became impatient sometimes.

CYCLING for the season has already commenced in England and Ireland. The snow has gone, the roads are drying up, and soon road riding will be in full blast again in Great Britain. We poor mortals in this climate can not expect to see roads fit for riding for six weeks to come.

AN Albany cyclist, named Guildford, is a thief and a burglar. He was recently arrested in the act of breaking into Nellis' drug store on Pearl street, in that city. He was highly "insulted" because of his arrest. For cold-drawn, tubular cheek this man's assurance will pass as the best on record. "Insulted" forsooth!!

CROCKER took a bad cropper at Philadelphia last Monday. In the great six days' race a collision occurred between Crocker, Knapp, McDonnell, and Rhodes. It was nobody's fault, but poor Crocker got the worst of it, cutting his head and receiving injuries that put him to bed and caused him to become delirious.

A CORRESPONDENT of *Wheeling* says that she wrote to a London lady friend, who had been to the Stanley Show, asking her if there were any novelties in the way of tricycles. She said, "No there were not, the tricycles still all had three wheels." And this after the missionary work of English Violet Lorne and our own American Daisie!!

MR. F. H. BOSSON, of the Pope Mfg. Co., met with a serious accident the other day. He was walking along Lincoln street, when a large slate from the roof of a house fell, and cutting him through his hat, made a deep and painful gash in his head. He was taken into a store and properly cared for. Mr. Bosson was pretty badly cut, but we are glad to say that no serious results will ensue.

WE wish to correct our several esteemed contemporaries in that one reports "The BICYCLING WORLD will be discontinued." Not so, friend *Item*. The WORLD will be continued right along, and will not go out of existence for one moment. We also want to correct an error that originated in the *Wheel*, undoubtedly a typographical error. We do not devote *ten* pages to the use of the L. A. W. Secretary-editor, but we devote *two* pages.

THE following wire appears in the *Globe*: "LONDON, Feb. 22.—Wallace Ross won a road-sculler's cycling match yesterday. The scores were: Ross, 330 miles; East, 325 miles; Corcoran, 324 miles; Godwin, 286 miles." We do not know how to take this cable. Certainly it cannot be a 24-hour ride, as the distance covered is too long, and if it is a 48-hour, six days, race, the distance does not speak well for the capabilities of the road sculler.

MR. PAGE now says we do not write "rot," but we produce "drivel." He goes for Prial, and we think Prial can take care of Mr. Page, and so for the time being we will allow Mr. Prial to have some fun with our St. Louis friend. Later on, we will bring our sharpened pole into active service once more. Mr. Page is such an irascible, cantankerous individual that we find real enjoyment in stirring him up. For a time we will give him and our readers a rest.

THE lesson learned by the English press through the Stanley Show is that utility and comfort as represented by the rear-driving safeties and tricycles is fast replacing beauty, elegance and danger, as represented in the ordinaries. It is rather pleasant to say "we told you so" in this case. When the first "Rover" appeared in this country, we at once stated, and we have stuck to it, that the rear-driver is not a "fad," but a practical form of machine come to stay. The lesson taught by the Stanley Show proves we were right.

GENTLEMAN JOHN sends us quite a collection of photos. One of them is especially good, and represents Mr. Purvis-Bruce in Highland costume. He endorses this picture in his usual characteristic style as follows:

"My foot is on my native heath,  
And my name's McGregor.  
Let her go,"

which we proceeded to do, and so "she goes."

## WHEEL CLUB NEWS.

THE ninth annual meeting of the Philadelphia Bicycle Club was held at the club house, Twenty-sixth and Perot streets, on Monday last, when the following officers were elected to serve during the ensuing year: President, George E. Bartol; Secretary and Treasurer, H. A. Blakiston; Board of Trustees, H. Lewis, Thomas Hockley, E. W. Burt, H. A. Blakiston, William Morris, K. T. Middleton; Captain, Edward W. Burt; Lieutenant,

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Containing complete price list of Lamps and other First-class Accesories.

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When we are compelled to use racing wheels to make records,

**WE SHALL SAY SO,**

but so far our ordinary road machines seem to be

**SPEEDIER,**

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

**350 1-2 Miles in 24 Hours,**

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

**323 \* MILES \* IN \* TWENTY-FOUR \* HOURS.**

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

**100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,**

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

**G. & J. BALL BEARINGS.**

 Catalog cheerfully mailed on application.

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William C. Smith: House Committee, Dr. C. B. Warder, G. N. Osborne, F. Bement, William Morris, L. H. Watt. The club was organized May 22, 1879, incorporated December 19, 1885, and moved into its new club house November 9, 1886. It has a membership list of 120, including 20 ladies. During the year ending February 1, 1888, the members of the club travelled 29,282 miles on their wheels. The Captain's cup, for the greatest mileage during the year, was awarded to Mrs. H. R. Lewis, whose record is 3043 1-4 miles, including 2200 miles ridden in Europe during the past summer. The President's cup, awarded for the greatest number of rides during the year, to Captain Edward W. Burt, who made 182 runs, with a total of 2382 miles. A special medal was designed for and presented to Mrs. H. R. Lewis, she being the first to win the Captain's cup. There were nearly seven hundred visitors to the new club house last year. There are sixty-five machines on storage at present, including fifteen tandems.

THE Brooklines are to have a bang-up party this coming Friday. This will be their second annual.

THE members of the Elizabeth Wheelmen are beginning to talk business, and propose to do some hustling during the season. D. B. Bonnett is at the top of the list for January, having ridden 162 1-2 miles. Mr. McNiece has covered 130 miles, and Mr. Decker, 95 miles. In January, 1887, Mr. Bonnett rode about 148 miles.

The Melrose Cycle Club will give a dance at the City Hall on the evening of Friday, March 2d. The programme says "promenade concert from 8 to 9, and dancing from 9 to 1. It will be a great affair. H. Richardson, orchestra, will furnish the music. It is hoped that success will crown the efforts of the Melrose men, and that the patronage they receive will be generous.

THE Massachusetts Bicycle Club had a ladies' night last Saturday. Between thirty and forty couples attended, and all were thoroughly pleased with the entertainment. In the first part, held in the parlor, vocal solos were rendered by Miss Etta May Estey, Miss Lillian Carl Smith and Mr. F. W. Perry, a piano solo by Miss F. C. Berry, and violin solo by Master John Kelly. The accompanist was Mr. Frank Carr. Next in order there was dancing in the gymnasium, and afterward a fine supper was served by the steward. A similar entertainment will be given in about a month.

THE annual meeting of the Orange Wanderers was held at the club headquarters, Railroad place, Brick Church, on Wednesday evening, 15 February. The attendance was very large and the members very enthusiastic. The Secretary-Treasurer's report showed the organization's condition. Interest in the trouble of last fall was revived when action was taken on the resignations of Mr. and Mrs. L. H. Porter, Mr. and Mrs. C. W. Baldwin, A. E. Cowdrey, J. W. Day, John Van Nest, Fred Van Nest, William Booth, Charles Booth, G. K. Wallace, H. W. Smith, W. F. Sayre, and F. Crans, Jr. These resignations have been lying on the table since October. The resignations of the first six were accepted. The others, however, who were formerly members of the East Orange Wheelmen, which club joined the Wanderers in a body, claimed the right to withdraw in a body. The club, however, would not recognize this right, principally for the reason that while one or two of them were of those who were most active in creating the dissensions that caused the recent trouble, yet most of the others were of those whom it was hoped could be induced to withdraw them. These resignations were therefore taken from the table and by a formal vote of the club it was decided not to accept them, and on motion the Secretary was instructed to write a personal letter to each, requesting him to withdraw his resignation. It is hoped that this will be the end of the whole affair. Three new members were elected, and a number of applications for membership are awaiting action. It was decided that the Wanderers should renew as an L. A. W. club for 1888. The following officers were elected for the ensuing year: President, Roderick M. Sanger, D. D. S.; Vice President, William A. Belcher; Secretary-Treasurer, James M. Gilmour; Captain, Charles W. Freeman; First Lieutenant, Frank P. Jewett; Second Lieutenant, R. Stuart Miller; Color-bearer, J. M. Gilmour. Members of Executive Committee at large: Mrs. L. H. Johnson, Mrs. J. R. Fredericks, J. Warren Smith. The President and Secretary-Treasurer were re-elected. The newly-elected Captain, Charles W. Freeman, is acknowledged to be the most indefatigable in the Oranges, and made a rattling record during 1887. He intends to somewhat alter the policy of the organization as regards "runs," and instead of having as many local runs about the Oranges and in the intermediate vicinity as heretofore, it is his intention to make a specialty of road tours and all-day excursions. This plan meets with favor amongst the entire membership. If the members "keep up" with Captain Freeman during the season, there will be no reason for accusing them of having let their wheels fall into "inoxious desuetude."

## STANLEY SHOW CHAT BY "GENTLEMAN JOHN."

GENTLE (or ungente) reader (I append this last for the benefit of the small army of American and the greater army of English critics who may take exception to my peculiar but characteristic method of giving facts) have you ever been to the Stanley Show? If you have of late years, you must needless know more than I do about it. The Stanley Show of the past (even of last year) is a diminutive and bob-tailed side-show as compared with this year's "Stanley"—the finest and most comprehensive show of ordinaries, safeties (both single and tandem), tricycles (single and tandem of almost every conceivable design), that the world of wheels has ever known. Acting in my humble capacity of Stanley Show correspondent for the BICYCLING WORLD, I shall endeavor to give the readers of that representative organ of American cycling (for such I find it is regarded here), a few facts in regard to the grandest exhibition of wheels that I, or any other pedal-pushing enthusiast has even been fortunate enough to see. I cannot of course write with the inspired pen of a "Faed" or a McCandlish or a George Lacy Hillier, or a Percy Lowe, nor yet in the witty manner peculiar to our bird of wisdom, whom I see has a peculiar aversion to the hyphen, as set forth in a paragraph in which he speaks of my friend Kennedy-Child as "Kennedy hyphen Child." You see I have a hyphen in my own illustrious (?) name, and therefore I speak concerning the hyphen with authority, and not as the scribes (the "Owl" being one of these same referred to) who may or may not understand the meaning of parting a name in the middle. If Mr. Frank Egan or the Owl or the Raven wish to speak, let them not all speak at once, and if they do, let their words be so kindly chosen that I may be spared from the pen of sarcasm which each of the above well-known American cycle writers know so well how to use when occasion demands.

The three above named gentleman have known one another from infancy, and if I offend the one, I offend other. Frank Egan has always stuck to his friends, and

### THIS CYCLING TRINITY

have always drank together, so it is but natural that there should exist between the three, a bond of sympathy which naught can sever, until Father Time comes bowling along on his geared-up "Referee" safety and scoops in the crowd. They are under contract to die game and together, so when we read the inscription on the tombstone, "Here lies 'Frank Egan,' the 'Owl,' and the 'Raven,' these three," it's a toss up which is the best of the three, so identical are their tastes and habits. I said they were under contract to die together; well, I've distorted the facts somewhat, so I modify it by explaining that one day, while enjoying a little four-handed game of poker with Elliot Mason (I say four-handed, for Egan held at least four aces at the time, and had several under the table cover), the three inseparables pledged themselves to attend each other's funeral, and being men of their word they will keep it, see if they don't. But it's bad form to talk about funerals, especially when the trinity have such good prospects of long life before them. So to return to the Show. I said I would not write with the inspired pen of genius. I think that a good Faber No. 2 lead pencil is good enough for a chap like myself, or, as Mr. Hillier, in his characteristic and self-sufficient way, styles me, a "youth," so I shall not attempt to soar, as I might melt my little waxen wings which were given me be nature "level-gear'd," and not on any account to be used out of my sphere, or at too great an altitude, as is attained only by such self-inflated aeronauts as Mr. G. L. H. And so you must, patient and long-suffering reader, be prepared for my way of telling things. It's only a way I have, and in fact the only way I have, so criticise me sparingly, for "I am but young; let youth then, plead my cause," and remember what a certain poet said about critics. "Sour wine," he said, "makes excellent vinegar." Let us be very thankful that the vinegar at least is good, if the wine which soured under their spirit of malcontent, and their capacity for seeing faults in the doings or sayings or writings of their contemporaries or predecessors, was of such a nature as to cause more wry faces than "make glad the heart of man."

### IF CARLYLE HAD NOT BEEN BILLIOUS

or dyspeptic he would most likely have had more time for his wife and home duties than for saying cross and cruel (if awfully clever) things about his neighbors. And after Carlyle came a worse critic, a "Froude," who was not content to let the man get credit from a worshipful literary world for the wine that he sent forth to his admirers, but set about showing the vinegar, the skeleton in the closet that might well have been allowed to vanish with the man with the fine mournful eyes, who was tortured and handicapped by a bilious temperament. Karl Kron told a grand truism when he said that it was so much easier to write bad things about one's neighbor than to write eulogistic obituaries; and that it was much easier to get people to read them. Like "Castoria," they "want it"

and "cry for it" at any price, and this morbid craving is the life of the paragrapher. Were it not for this depraved appetite, such a publication as *Truth or Town Topics* would have a smaller circulation than the *Christian Pathfinder*, and —d knows that is small enough, so small that its advertising columns are conspicuous by their absence. But to get back to the show; if I ramble on much further I shall have to hire a hack to get back again, figuratively speaking.

Were I to attempt to describe everything that is to be seen at the show it would fill a year's issue of the *BICYCLING WORLD*, so I shall limit myself to such information, which in my "very humble" opinion will be most appreciated by your readers. The story of the origin of the Stanley Show is a "little chestnut with a fur coat," as Mr. Ducker would say, whiskers, hair on its teeth, and every other imaginable form of hirsute adornment by way of forcibly illustrating the advanced age of the story which has now been told for ten consecutive years.) Suffice it to say that in 1878, under the auspices of the Stanley Bicycle Club, a *conversazione* was held at the Athenæum, Camden Road, for the purpose of bringing cyclers together to witness the exhibition of machines and accessories by the various makers.

The show was held on the 6th and 7th of March, 1878, and about 700 tickets were issued for each evening. In the succeeding years the show had grown to a wonderful extent, so much so, that to one even well acquainted with the cycling trade it is simply astounding to see so many types of cycles. They can be counted by the hundreds. Not only hundreds of machines, but *hundreds* of distinct types. As this is a representative American paper, I could do a great deal worse than prove that "charity begins at home," and tell about a few familiar machines that caught my eye as I was wending my way among the various wheels.

I was walking along, and thinking what does the riding public want with such absurd "novelties" in the way of "ordinaries" that break up in the backbone to any desired angle to suit the crack brained galoots who would ride 'em. When I saw a group of wheelmen examining an exhibit, ses I to myself ses I "Wot's you got there?" "Pope Manufacturing Co.," sings out Mr. Sydney Lee, "the auctioneer," as he is called here by the wheelmen. "Pope Manufacturing Co.," says Mr. F. E. Belden, of Hartford fame. "Of Boston, Massachusetts," says Mr. Joseph Pennell, the artist, and Grand Foreign Marshal and Touring Master L.A.W., who was standing at his elbow. "United States of America," says Mr. H. S. Owen, of Washington, D.C. "Which the same, west of here a right smart, I reckon," said I, as I demonstrated that I knew some little about geography if of little else.

"RIGHT YOU ARE," SAID MR. SAMUEL T. CLARK,

of Baltimore; as he let fall a "New Rapid," which he had lifted to "feel" its weight. The above named gentlemen were the only Americans at the show whom I was fortunate enough to meet. I wish there had been more. Of course I must not omit the "American Team" for the "Senator" and Ralph Temple were walking around shaking hands with everybody. They are very popular and on good terms with everybody. Woodside is in Ireland "fixing up" the affairs of his father, deceased. Woody says he is not going to settle down yet, as he wants to race for a few years.

Joseph and Elizabeth Robbins Pennell have been busy again on a work or interest to "us boys," that is "we uns" of the wheel. In a few weeks his latest production, "A Sentimental Journey," from Calais to Geneva, across France, will be in the bookstores in England and America. The journey is over the same route as that taken by "Sterne" in his "Sentimental Journey," which, unlike that of the chaste artists, Joseph and Elizabeth R. Pennell, has but little to commend itself to the perusal of guileless young ladies.

Joseph said he would send me an autograph copy, and I feel very much complimented.

BUT JOE IS SO TALL.

He reminds me of a Scotch rhyme which I heard from an old Scotch farmer lately:

"Tall and supple,  
Swank and thin,  
Good for going  
Against the wind."

And talking of artists, did I not see our other cycle artist? George Moore, of the *Cyclist* and *Bicycling News* fame. We all know his life-like pictures of wheeling incidents. A modest fellow, too, and married.

Outing had a very good stand at the show, and Thomas Stevens' famous wheel was the recipient of a great deal of examination, both from fingers and optics. But I've forgotten to mention Kaufmann, the trick rider, who hails from Rochester, New York. He is certainly deserving of mention, and has been exhibiting at the Stanley Show twice daily, and previously at Drury Lane pantomime, where he so impressed His Royal Nibs, Albert Edward, Prince of Wales,

that he leaned out of his box and applauded Kaufmann with both hands, one foot, and a large-sized British cheer. Kaufmann acknowledged the honor with a wave of the hand, at the same time saying: "That's all right, Albert, wait till I show you something else."

Upstairs a little man, wearing a C. T. C. jacket, is shaking hands with a great many people.

IT IS DAN ALBONE.

the maker of the famous Anfield Ivel safeties and tricycles, upon which the war horse, G. P. Mills, made such marvellous road records. Dan has got a smile for everybody except Sydney Lee, and for him he has two, and he kindly asks us to look at the mud on the wheels of the machines which Mr. Mills made such fast time; "—m the mud," Mr. Dan, say we; let us see the features of your machines, and it is not long ere we have seen the "points" on an Ivel. Mr. Albone shows a tricycle which is easily convertible into a safety tricycle. A tandem safety is also shown, in which both riders sit between the two wheels, and both drive the rear wheel. According to my opinion, this is as it should be, and the best tandem safety in the show. By removing the central part of the frame, and with it one of the sets of cranks and saddles, it is converted into a single safety, and this then can be converted into a tricycle.

SINGER & CO.

have a good exhibit of all kinds of wheels, including war cycles. The Special S. S. S. is fitted with 30-inch drivers, and 28-inch front wheel, triple brake acting on all the wheels. The well-known "Victoria" pattern for any number of riders, is provided with ammunition boxes, rifles, etc.

Hillman, Herbert & Cooper have some very likely looking machines. One of their safeties has a quadrilateral frame, and the head well-raked back. Messrs. Marriott and Cooper have a safety with a very odd frame. A vertical line runs between the saddle and crank axle. From the bottom of this, a stout tube goes to the head; and there is also a horizontal tube between the middle of it and the head, and yet a third stay between the saddle and head. From the centre of the tube, the hind forks go, and there are stays between the crank axle and the hind wheel. They show a tricycle with four bearing axle and a detachable stay between the head and the saddle pillars. The

COVENTRY MACHINISTS' CO.

have a grand exhibit of their club cycles. They show a big carriage, which they built for the Sultan of Morocco, and which is driven from the rear by four coolies. The vehicle cost some £200 (between \$900 and \$1000). The carriage is said to be intended for use in his garden, which is some forty miles across. Poor coolies! Townsend seems to have the best bicycle saddle in the show, that is, among the English exhibits, for the Pope Co. show something very fine. For safety and tricycle saddles the Brooks anti-vibrating patterns are worthy of mention.

Bown still holds his own on pedals and bearings.

Lucas and Salisbury make the nicest forms of lamps.

I bought a little semi-racing safety, made by a practical rider, G. L. Morris. It is called the "Referee," and has the best looking and most practical lines of anything in the show. I may be wrong, but I think not, and I am going to "put it through" some hard country to see what is in it. Of course there are the usual number of crack-brained exhibits, rowing tricycles and all kinds of impracticable rubbish. If you, gentle reader, and you must be *very* gentle if you have read thus far, want to know any more about the Stanley Show you must either send for the English papers, or else go over next year, and see it yourself, for

I AM SICK OF IT,

and have seen wheels, wheels, wheels till my head swims. There are *only* 800 different wheels at the show this year, and it takes time to see and examine. I saw one man sell a crapper tricycle for \$35, with ball bearings all over. I think he must steal the stuff to make them of, or must not pay his workmen, or else is in the business for his health. Of course no human being could make a reliable wheel for that amount. I'll have something in my next about two adventurous French Canadians (brothers), who have started out for the Amazon. They telegraphed me from Liverpool, and I interviewed them and got them photographed for the readers of the *Br. WORLD*. I must explain that I am far from well, and the task of writing up this show is a self-imposed one, and one which I gladly do for my American friends of the *BICYCLING WORLD*. I am suffering greatly with a sprained back, received while riding cross country after hounds, and if the report is lame, excuse it partly on account of the lame back. I attended the show two days ago, and at night, having walked all day, I was so used up, that

I HAVE NOT LEFT MY BED

for two days, and write this in bed, with an aching back and with

fears lest I may be unable to leave it until the show is no more, and information such as I want is hard to get. Not that it is hard to obtain from the English papers, as they have distinguished themselves in a manner truly wonderful. *Bicycling News*, *The Cyclist*, *The Irish Cyclist*, and *Wheeling* have "done up" the show in grand style.

The Stanley show is a great place to meet the cycling celebrities, to see and converse with the men who have put the sport where it now is and where it belongs. Walking along with one of the editors of *Wheeling* one naturally sees a good many of these characters. The men whom McCandlish of *Wheeling* does not know are like "hen's teeth"—few and far between.

"Faed," (A. J. Wilson), whose writings are familiar on both sides of the Atlantic Puddle, is a quiet, thoughtful looking fellow, who is, as his *nom de plume* taken from the rear would suggest, quite dull of hearing. The sense of hearing is however the only sense in which Mr. Wilson is deficient, as his perception is as we all know very acute, and comment is unnecessary on his powers of speech.

G. P. Mills, the great road rider, and "right bower" of Dan Albone of "Ivel" fame, is a man from whom, judging by outward appearances, one would not naturally expect any 20 hour records. He is gentle, unassuming, and seems too light for a road rider of any notoriety. Dan Albone himself is all suavity, and is most pressing in his invitations for you to visit the "Danneries," as his headquarters are termed in wheeling circles.

"Freddy" Cooper, of Marriott and Cooper, is a good looking, frank fellow, always ready for a joke, and seems to be a friend of Kennedy-Child, as indeed are the majority of the good fellows over here. George Lacy Hillier is a good-looking heavy weight, with the ends of his long and erstwhile waxed mustache cut short and drooping in honor of the Stanley show. Of course we all "know the man" and his ideas through his "Bicycling News" paragraphs, so comment is unnecessary. F. J. Osmond, his pet racing man, is a tall, slim fellow, with apparently plenty of bone and muscle, and is liable to do certain remarkable things this season on the Path. And those cycling journalists—they are here by the score, and, like myself, know about as much about cycling or journalism (or in fact anything else) as a cow does about Paradise. But that's neither here nor there. Let them write. They can't hurt much in their little world, and it is a small one indeed. I called upon the chief of the C.T.C., Mr. Ernest Shipton, and he received me very well. In fact I have received nothing but kindness at his hands since I have been over here. The man does an enormous lot of work, and has great hopes for the C.T.C.

The Roads Improvement Association had an exhibit at the "show," which consisted mainly in large stones which had been picked up on the principle thoroughfares and highways, and were carefully labelled "A crying evil," "Picked up on the highway at so and so." The association have chosen for their motto "Here we suffer grief and pain," and it is very appropriate. "In heaven they'll weep no more, O that will be joyful!" &c. But that man, Sydney Lee, knows everybody, speaks to everybody, advises everybody on machines. Can talk of the various merits and demerits as can few men around the show, and speaks highly to everybody of the Pope Columbia wheel. And "Buckie," Boisterous Buckingham, always arriving with a flourish of trumpets, as if he held four aces and a king, and then he's gone again to talk shop to some one else. Then there's poor McCandlish of *Wheeling*, with all the makers tugging at his coat tails, and clamoring for a large sized "make up" about his machine or specialty. And Percy Lowe. Percy has bought a "Road sculler" tricycle to reduce his weight, and is going to work hard this season.

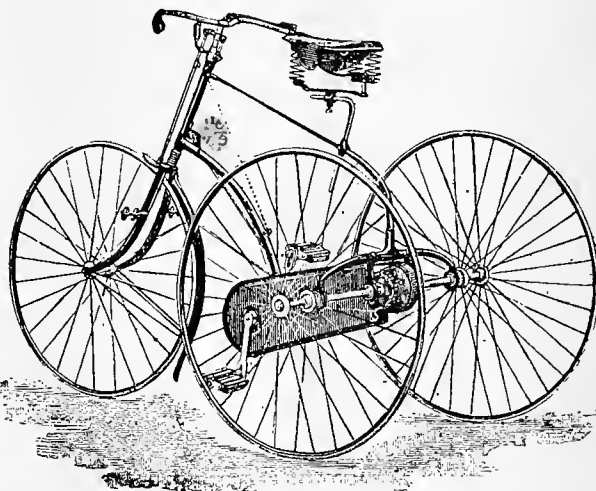
There are several very good devices on the market this year to obviate the jar on the lamps of safeties. One of these, which consists in a contrivance with four parallel spiral springs and a brass ball socket, seems a very likely thing, and has apparently an advantage over some of the others in that it allows for jars from all sides, whether the jar is communicated from the machine to the lamp from the side or from the bottom. The oil cans are here in great profusion. One is made with a spout about six inches long, which doubles in the middle by means of a joint like a gas pipe elbow, seems a good thing, and is said to oil well round a corner. Another is a contrivance shaped like a large long-ranged rifle cartridge, and is evidently made with reference to pocket use. The oil is ejected by pressing a button on the end where the primer of the cartridge would be. Another specialty is a monkey wrench and oil can combined, the end of the wrench unscrewing and revealing the nozzle. The oil is sent out by pressing a button on the hammer end of the wrench. It seems a substantial thing, and, if it works well, quite a happy invention. I must really stop now. Bye-bye.

MALTBY, the celebrated trick rider, has arrived at his home in Connecticut. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Maltby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.



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#### THE SPECIAL S. S. S. TRICYCLE.

We have spoken of this machine briefly as having arrived at the depot of W. B. Everett & Co. We have been particularly curious and interested in this machine, because it embodies in its construction certain elements which we have all along maintained as being part of the make-up of the modern tricycle. We allude especially to the wheels, both driving and steering, being small, and nearly or exactly of the same size.

The appearance of this entirely new wheel is pleasing, and impresses one with its "racy" compact, light and yet sturdy look. In the first place we will say that the wheels are thirty inches for driver, and twenty-eight inches for the steering. The cut shows machine with the moveable stay in place for a gentleman rider. The dotted lines show the position of this stay moved and fixed so that a lady can use the machine. This rod makes a very stiff frame in whichever position it is placed. Another novelty is the brake, it is double acting (i. e.), a spoon acts on the tire of the front wheel, and a band brake on a drum on the axle. The pressure of the brake lever applies both simultaneously. This is a good feature, as it saves the axle from a large share of the strain incurred where the band and drum brake alone are used. The axle is fitted with the now celebrated bridge frame, carrying four bearings, one near each hub, and one close up on each side of the gear box in the centre. The tires are fastened in by the patent corrugated wire, owned by, and used over a year exclusively with such satisfactory results by the Singer people. The weight of machines with "all on" is about sixty-five pounds. The width is thirty-six inches. Fitted with ball bearings all round, including pedals. The finish is enamel and nickel. The machine has but to be seen to be "coveted;" it is a little beauty, and we only hope we may be able to test its merits on the road, and speak whereof we know on that head. The machine all complete costs \$185.

MURRAY, at 100 Sudbury street, not only sells Gormully & Jeffery machines, but he can do as good a job of repairing as any man in Boston. Put that fact away in your "memory box," and act accordingly.

The quickening pulse of reviving trade is felt in the establishment of Mr. H. D. Hedger, No. 12 Church street. Mr. Hedger is one of the best and most well-known repairers and dealers in the city of Boston. "Neatness, despatch, and A No. 1 work" is how Mr. Hedger turns out his work.

We had a pleasant call from Mr. T. F. Ryan, representing the St. Nicholas Mfg. Co. of Chicago. This firm are now in the field with a ball bearing machine, a high grade bicycle, a description of which we shall give in a week or so. Mr. Ryan also showed us the cut of a boy's safety, with 20-inch wheels, and adjustable from 28 to 38 inches. The finish will be enamel and nickel. It is a little beauty, and will be on the market in the course of two weeks. The price will be \$25.

W. W. WALTERS, Treasurer of Miners' Newark Theatre, will have charge of the Orange store of Howard A. Smith & Co., after May 1.

MESSRS. SINGER issue three catalogues; one small one, devoted to their general line, and which has a beautifully illuminated cover. This will be for distribution in this country. Then they have a large catalogue devoted to Carrier and Parcel Post machines. The Singer Co. have the largest line of cycles of any firm in the world.

"AMONG the curiosities of the Stanley show next week will be the handsome cab coolie cycle, specially constructed by the Coventry Machinists Company for the Emperor of Morocco, and bound for that distant shore the week after the show. It will be driven by four coolies, while his imperial majesty will have a hand in the steering. Exquisitely fitted up throughout, the machine is sure to attract attention. A safety with a new spring frame will also be on view, and is highly thought of by the firm."—*Wheeling*.

Our friend, J. S. Murray, has branched out in great shape, and will now have two places of business; one at the old stand, No. 100 Sudbury St., and one at No. 243 Columbus Ave. We congratulate Mr. Murray on this evidence of prosperity and enterprise, and we do not doubt it will redound to his great financial success. He will push the Gormully & Jeffery wheels, and do repairing. No. 100 Sudbury St. will be used as a riding school. Mr. Murray tells us that the hiring of machines will be a feature at his Columbus avenue store. He will also sell soda water, baby carriages, and lots of other necessary articles.

THE American public has long demanded a thoroughly well-made all round roadster at a moderate price, and with the Volunteer Columbia, at \$100, fitted with ball bearings to both wheels, ball pedals, hollow forks and handle-bar, double-grip handles and Kirkpatrick saddle, it looks as if the demand would be filled satisfactorily.

THE *Canadian Wheelman* informs us that "Messrs. Goad and Knowles of Brantford, Ont., have leased a large factory and are fitting it up with the most improved machinery and with the best workmen they can procure from England or America. They will have facilities for turning out enough bicycles for the Dominion when running on full time, so Canadian riders will not need to go outside of their own country to get first-class articles; and as all the parts are made interchangeable any part can be replaced at a moment's notice.

WE expect to give some interesting facts shortly, as to what the Coventry Machinists' Co. intend to show to the American public this season.

GET your old "crock" overhauled in time to sell or ride at the opening of the season, and remember that W. W. Stall does repairing in an A1 manner.

MESSRS. SINGER & Co. put on the market this year seven new patterns of machines. We shall pay attention to these novelties in an early issue. Their miniature safety and miniature tricycle for boys and girls are perfect little gems in their way.

THE "Rapid" wheel, now so well known throughout cycledom, is in strong evidence on the stand of the St. George's Engineering Company at the Stanley Show, and also the machine which the best block ever cut has failed to represent faithfully in the company's advertisements of late. The St. George's Engineering Company break out in a new place this year with a good-looking Crippler-type tricycle, with Rudge axle and four bearings. Mr. C. A. Palmer's new patent pedal toe-clip, easily affixed to rubber pedals without tools, is on show here, and looks a very good thing. Mr. Palmer has still further improved the well-known Rapid spring.

### THE LE FEUR BROTHERS AND THEIR GREAT UNDERTAKING.

(Special Telegram to London "Sporting Life.")

"Two brothers, Jean and Batiste Le Feur (French Canadians), left Liverpool to-day for Brazil, for the purpose of exploring the Amazon for some 3000 miles up its waters. The machine on which they propose to make the trip they sent direct from New York; it is described as a quadricycle, but can be converted into a tricycle at short notice. The motive power is gained by a combination of crank and lever motion, but when the legs get weary, a "rowing" attachment is at hand. They are provided with cooking utensils, two folding canvas canoes, photographic camera, fire-arms, and a stock of chemicals large enough to stock a store.

The scheme is to navigate the Amazon River and its tributaries by the aid of the canvas canoes and the quadricycle. The canoes and cycle will be used in about the same manner as King's water cycle. Trips inland will be made by the adventurers, who will take photographs of everything of interest which they run across. When they reach the Upper Amazon (or Marañon), which, with its tributaries, is well peopled with hostile savages, they will depend upon their knowledge of chemistry, and work upon the superstitions of the *bravos*, in order to carry themselves through. As to the deadly *warala* poison, with which the savages tip their arrows and spears, Batiste says he has no more fear from it than from 'beer.'

They also intend to take notes on the people, habits of living, climate, and anything in fact that comes along.

They have been employed to act as special correspondents for the BICYCLING WORLD, a paper published in Boston, Massachusetts, U. S. America.

The above gentlemen brought letters of introduction to Mr. James Purvis-Bruce ('Gentleman John'), late sporting editor of the *Minneapolis (U. S.) Tribune*, and 'Senator' Morgan, the manager of the American cycle team, who act as special travelling correspondents to the above journal and other American papers. Mr. Bruce journeyed from Edinburgh to Liverpool in order to interview the daring adventurers, and kindly furnished us with the above particulars. The men are now *en route* by steamer to their objective starting point."

## All Riders Must Have Sundries,



And while we make no **big fuss**, still we lead in the Sundry line, and it's well known that our list is the most complete.

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## REPAIRING, NICKELING and ENAMELING with HARRINGTON'S celebrated ENGLISH ENAMEL.

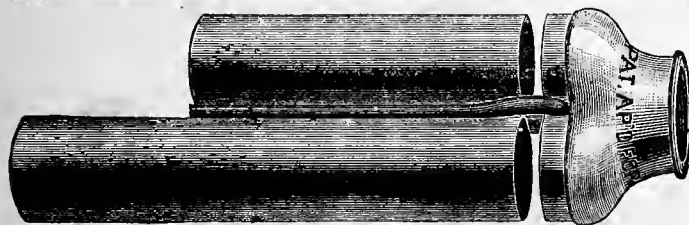
We are the only house in the United States using the English process of stoving enamel. Send your Bicycle or Tricycle to us NOW for repairs, and avoid the rush when the riding season opens.

A large stock of second-hand machines for sale. All Grades, all Makes. **Send for List.**

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Tone loud and clear, with none of the harsh, grating sound usual to whistles designed for this purpose. Riders who have used the old Duplex Whistle have found it to be very inconvenient on account of the great amount of force required to produce the sound necessary to be heard at a distance. This is entirely overcome in these new whistles, as the very slightest effort is all that is required to blow them. Address all orders to

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**LIMITED.**

Our Catalogue for 1888 is in preparation, and a copy will be mailed to all who will send us their name and address on a postal card.

It will contain full particulars of the Club Cycles :

## Marlboro' Club Tricycle, Marlboro' Club Tandem, Swift Safety.

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*Ask Your Dealer for*

### The Springfield Roadster Whistles

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### Yost's Air-Drying Enamel.

The Best Ever Offered. 50 Cents per Bottle.



**Single Tube Whistle. Price, 40 Cents.**

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THE COLUMBIA LIGHT ROADSTER IS THE LIGHTEST BICYCLE WITH A 7-8 INCH TIRE.

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# LIGHT COLUMBIAS.



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Under the management of,

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The factory is now ready with new machines, and specialties for 1888 will be ready next month.

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# **BICYCLING WORLD** **& BULLETIN.**

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 2 MARCH, 1888.

Volume XVI  
Number 18.



CYCLING IN AMERICA HAVING PASSED ITS PIONEER PERIOD, THE QUESTION NOW IS NOT, "SHALL WE RIDE WHEELS?", BUT, "WHAT WHEELS SHALL WE RIDE?" THIS QUESTION HAS BEEN DECIDED TO THE COMPLETE SATISFACTION OF A LARGE PROPORTION OF THE WHEELMEN OF THIS COUNTRY BY THEIR EXPERIENCE WITH THE VICTORS, A LINE OF WHEELS OF THE HIGHEST GRADE, PRESENTING MORE THOROUGHLY GOOD FEATURES THAN ANY OTHERS.

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## THE VICTOR SAFETY.

IN '87 ITS SUCCESS AMOUNTED TO A POSITIVE HIT. MODEL FOR '88 GREATLY IMPROVED. THE ONLY SUCCESSFUL TYPE OF SAFETY BICYCLE. ADJUSTABLE TO ALL SIZES.

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BUILT TO BEAT THE WORLD, AND HAS NO TROUBLE IN DOING IT. LIGHT, STRONG, GRACEFUL, PERFECTLY ADAPTED FOR BOTH LADIES AND GENTLEMEN.

## THE VICTOR JUNIOR BICYCLE.

INTRINSICALLY THE BEST YOUTHS' MACHINE EVER OFFERED. TANGENT SPOKES, BALL BEARINGS, SPADE HANDLES, VICTOR SADDLE—EVERYTHING RIGHT! SIZES, 38 TO 50 INCH INCLUSIVE.

It is impossible to give any adequate description of these goods here, but we ask you to send for catalogs and full particulars regarding them.

OVERMAN WHEEL CO.

MAKERS OF VICTOR CYCLES AND ACCESSORIES  
BOSTON MASS.

# THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

**BALTIMORE, MD.**

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Having secured the SOLE AGENCY of the UNITED STATES for the  
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**King of the Road Lamps,**

Made by Joseph Lucas & Son of Birmingham,

We are prepared to supply the trade on liberal terms.

Riders should insist on having the best, for a poor lamp is worse than no lamp, and there are none so good as the

**"KING OF THE ROAD."**

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**New \* Rapids \* and \* Quadrants,**

Containing complete price list of Lamps and other First-class Accesories.

*Mailed on Receipt of name and address.*

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In this Department, 15 cents a line. ~~25~~ Cash must accompany the order.

**FOR SALE**—Over 250 Second Hand and Shop Worn Bicycles at bargain prices; send stamp for list and mention this paper. A. W. GUMP & CO., Dayton, Ohio.

**FOR SALE**—Humber safety, enamelled, ball bearing, extension spring and handle bar, geared to 54 and almost new. For particulars address H. C. ROFFE, Box 153, Boston, Mass.

**FOR SALE**—Expert Columbia, 54-inch, nickel plated, almost new. Price \$100. L. W. ENOTS, Tompkinsville, N. Y.

**FOR SALE**—Rudge Bicycleette, new last June, fine order, spade handles, Townsend saddle, lamp; will sell at a bargain. Address ISAAC KNOWLDEN, 12 Warren St., New York.

**FOR SALE**—A Marlboro Club Tandem: new last season; in first class condition. G. J. McARTHUR, 23 Union St., Boston.

**FOR SALE**—58-in. "Expert;" Ball Bearings all over; drooped handles, lamp and bell; in good condition; guaranteed; best offer over \$70 takes it. Address G. T. L., 30 North 3rd St., Philadelphia, Pa.

**DON'T BUY A BICYCLE** until you have sent stamp to A. W. GUMP & CO., Dayton, Ohio, for list of over 250 Second Hand and Shop Worn Bicycles. Mention this paper. Second hand Guns and Bicycles taken in exchange.

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**FOR SALE**—Marlboro' Club Tandem, \$125. 5x7 Photo. Outfit (cost \$80), \$60. ~~25~~ Send stamp for particulars. H. R. BRYAN, Hudson, N. Y.

**FOR SALE**—51-inch Light Rudge, two-thirds nickel, made to order; good as new; cheap. Address D. G. B., 611 W. Market st., Louisville, Ky.

**FOR SALE**—58-inch Expert Columbia, 1886 pattern, at \$85; 60-inch Harvard, \$25; 57-inch Am. Star, \$30; 50-inch Am. Star, \$35; 56-inch British Challenge, \$95; 55-inch Premier, \$50; 50-inch Champion, \$75. For particulars address JULIUS ANDRAE, 225 West Water street, Milwaukee.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

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To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

C. W. SPINNEY, Fitchburg, Mass.

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The Standard Cyclometer.

Greatly Improved for 1888.

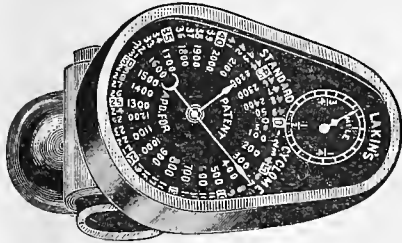
Simplest and Best Instrument ever Invented.

The Reasons Why:

It has stood the test for accuracy. It has proved itself the strongest and best made cyclometer on the market. It has been in use several years, and its merits are well established among wheelmen.

Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



REGISTERS 2500 MILES.

We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we place upon the market an instrument that seems absolutely perfect in all its workings. We furnish a certificate of accuracy with all instruments. In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, \$10.00.

J. A. LAKIN & CO.,

Send for Circular.

WESTFIELD, MASS.

THIS WILL INTEREST YOU.

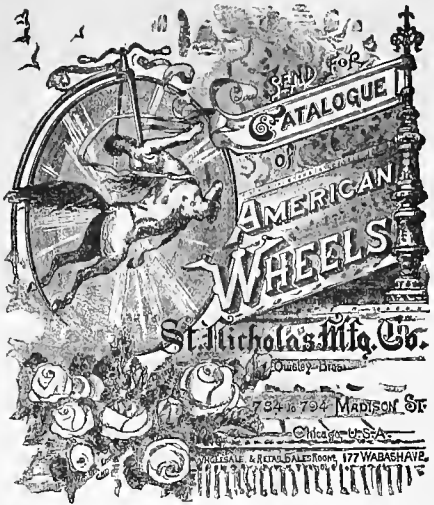
I shall sell COLUMBIA CYCLES this year, but have not given up the Rudge agency. The Rudge wheels are of the highest grade, and many riders will continue to buy and use them in preference to any other make, and I shall always keep them in stock, but the Columbias, are so well known, they have become a staple article of trade, and my stock would not be complete without them. I find that two-thirds of the people who come to my store to buy, ask for Columbias. I have all the 1888 wheels in stock and the line is well worth examining even if you do not wish to buy.

I SHALL RENT COLUMBIAS THIS YEAR.

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Suiting, guaranteed also. lately all wool is particularly remarkable. Our smooth-faced goods are also very carefully selected to suit our trade, whose wants we know now from long experience. For 6

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FOR ANTI-FRICTION BEARINGS.

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HARDENED, GROUND AND BURNISHED.

—16 to 3 diam. Samples and Prices on application.

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FITCHBURG, MASS.

# The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

The Only Absolutely Safe Wheel  
Against "Headers" Made.  
It is the Best, and it is also the  
Cheapest.  
Do not buy a wheel before you see the  
SPRINGFIELD ROADSTER.



This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with Nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered to the public.

Best class of cold drawn weldless steeltubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

## The 1888 Pattern Springfield Roadster for \$100,

Has ball bearings all around, and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

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MERWIN, HULBERT & CO.,	-	New York, N. Y.
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E. T. ALLEN,	-	San Francisco, Cal.
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A  
CATALOGUE,



OR SEND FOR A  
HANDSOME CARD,  
Illustration of it.

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WM. READ & SONS, 107 Washington St., BOSTON.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.


Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 2 MARCH, 1888.

THE pressure on our columns this week has been tremendous, and we must therefore ask the kind consideration of correspondents whose letters do not appear this week. We also had a lot of interesting trade notes that will have to wait over one issue. We trust that those who notice omissions will pardon such. 

WE desire briefly to salute our old and new constituency, in that we appear as the official organ of the L. A. W. once again. We have no fine words to say, no great promises to make, we are here for business. It will be our business to make all who are brought in contact with us, whether as a reader or an advertiser, feel that the relation has brought both pleasure and profit to all concerned.

BROTHER Bassett must have forgotten it is leap year when he stated that "MR. WORLD" made a proposal to "Miss Bulletin." However, the young lady got what she wanted, and the young man is also contented.

ONE of our esteemed contemporaries across the pond nonchalantly announces that "Howell, after getting through with Rowe, will meet Temple." Perhaps it would be well for Howell to wait until Rowe gets through with him before he makes definite plans for the future.

W. A. ILLSTON has been suspended for selling his prizes and accepting payment of his expenses. Thus are the "Amateur Champions" being weeded out one by one, leaving the amateur path to fast riders of wealthy parentage, and indifferent riders who are not worth legislating on or acting about. It also leaves unmolested the rogues and tricksters who win or lose as best suits their purpose and that of their backers and bookmakers. Its all very nice to have energetic officers bound to purify the sport, but in the meantime we move for an investigation committee to find the sport. We would further suggest that the committee be provided with a Search Warrant.

WILLIAM READ & SONS should certainly be commended for their stroke of enterprise in putting in this issue their 1888 Catalogue *in extenso*. We commend to our readers the wisdom of a careful perusal of the New Mail catalogue.

"TIDINGS of comfort and joy" is indeed that contained in "Ratchet's" and "Wing-Foot's" letters, regarding large appropriations for Road Improvements.

## THE LEAGUE AND THE WORLD.

RING the golden joy-bells and let the trumpets sound,  
And spread the glad tidings to the Nation's farthest bound;  
And, all ye loyal thousands, let your banners be unfurled,  
Who joined the League; for now, at last, the League has joined  
the WORLD!

Rally round the League, boys; the campaign has begun,  
And the fight for Road Improvements now is going to be won.  
So strike in confidence and hope, and put the good cause through,  
For you've got the WORLD to back you up in everything you do.

The Millenium approaches, and the Day of Jubilee,  
When All Creation cycling, we undoubtedly shall see;  
For year by year, in mighty bounds the wheelmen's numbers grow,  
And who can tell the wonders that a decade hence may show?

If that Gulliver of cycling, Hugh McCallan, were to write  
From January first until the last December night,  
We should get much information, yet 'twould only be a part  
Of what will surely come to pass if all stand heart to heart.

At the present rate of growth, and with ten years of honest toil,  
We'll not even knuckle under to Jay Gould or Standard Oil!  
The railroad kings in terror to the League will humbly kneel,  
And *they'll* go through insolvency, while Creation goes a-wheel!

Republicans and Democrats we'll serve cold to the Fates,  
When the "L. A. W. ticket" sweeps the whole United States;  
And we'll send the road hogs packing in an antiquated hack,  
For what are they against us with the whole WORLD at our back?

The Gotham Park Commissioners shall gnaw their hearts in vain,  
For the League will never let them enter Central Park again;  
And Karl Kron shall be appointed the Historian of our fame,  
Upon the sole condition that he tells the WORLD his name.

Then up and down, and all across our great and glorious land,  
Shall be neither mud nor gullies, nor a highway built of sand,  
But boulevards, macadamized as smooth and hard as glass,  
Shall cover, as a net-work, valley, plain and mountain pass.

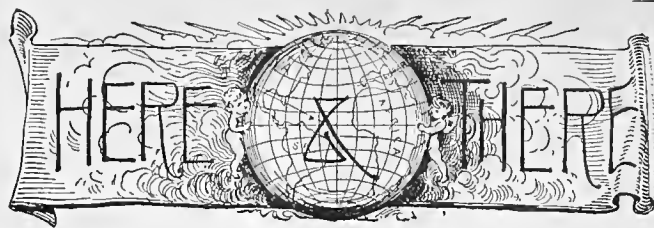
Aluminum\* will furnish all with cycles light as feathers,  
And covered ways protect us in the stormiest of weathers;  
All the ladies, even Daisy, will appreciate two-wheelers,  
And everybody cycle, rich and poor and rogues and "peelers."

Then boom the Road Improvements with all your main and might,  
In Congress and in Legislature carry on the fight,  
'Gainst miry roads and ignorance be now your gauntlet hurled,  
And proclaim to All Creation that the League has joined the  
WORLD!

\*Pardon the ancient allusion.

PEDALS.

THE regular annual meeting of the Binghamton Wheel Club was held at the handsome parlors of Messrs. Copeland & Harris, No. 1 Court street, Friday evening, Feb. 17, and the following officers were elected: President, A. H. Saunders; Vice President, T. H. Harris; Secretary, B. T. Ash; Treasurer, J. H. Copeland; Captain, E. H. Towle; First Lieutenant, H. Y. Bresee; Second Lieutenant, John Cutler; Third Lieutenant, Frank Cox; Club Editor, W. F. Sherwood; Bugler, W. P. Mosher; Color Bearer, S. W. Newton; Executive Committee, M. C. Craver, W. J. Rogers, and A. W. Lyon. After the business meeting the members were invited into an adjoining room to partake of the hospitalities of their genial hosts. The occasion was one which will be long remembered by those present. The tables were covered with the choicest viands. A happier crowd is seldom seen. After the spread, the company was entertained with music and dancing by two local minstrels who were engaged for the occasion. It would be difficult to find a club that is more harmonious than the Binghamton Wheel Club, and a large share of the credit for this congenial state of affairs is due to the generosity and hard work of the men who were most active in founding it.



### "GENTLEMAN JOHN."

LONDON.

ALONE and let alone in London. A place too big for convenience, too smoky for health and too muddy for anything. Can't say I care much about the place itself, but I must confess I have been well treated by the big cycling guns, and shall think well of their little town.

"TAKE this ticket," said the middle weight of *Wheeling* office, Mr. Percy Low, "take it and come to-night. Smoking concert, you know." Every year *Wheeling* invites all the "sandwich men" that can come together of an evening and "fill them up," first on good strong food, and then with "beer and 'baccy," and gives them a grand concert besides. A "sandwich man" is an unfortunate member of the human race who walks between two boards, upon which one reads such signs as "*Wheeling*, One Penny," "Pear's Soap," "Jubilee Insect Powder," "Don't Read This Side," etc., etc. As he is paid at about the rate of twenty-five cents or a shilling a day, it does not take the imagination of a Kennedy-Child to see that his life is rather devoid of luxury. **BLE**

"WE want but little here below," but sometimes want that little badly, and the experience of a sandwich man is no exception. They call the man a *sandwich* man because he is the *sandwich*. The boards form the bakery which incase the thin slice of meat which he represents (the mustard is omitted). Some people have come to look upon the "sandwich man" much as they do a theatrical "supe," an automaton for cheap hire. Mr. Percy Low of *Wheeling* is not built that way. He's too broad on his beam ends for that kind of doctrine, and so he entertains the "sandwich men" once a year, and entertains them well, too. And so I went and saw the "sandwich men," and a great sight it was, too. Brought together in a large hall were three hundred of the most poverty-stricken men in all London feeding, feeding, feeding, as if life was very earnest, very real, and it was a long time between meals. The way the poor fellows "walked into" roast beef was a caution. After each of the sandwich men had got a tight skin and had surreptitiously filled his pockets with such articles of food and table cutlery as he supposed "never would be missed," the tables were cleared, and beer, tobacco and pipes were given to the men. Then the concert began, and it *was* a concert, as some of the leading talent from the various London theatres put in an appearance, and with singing, recitation, dancing and ventriloquism, helped Mr. Percy Lowe and his assistants to carry out the programme successfully. To look at the wonderful collection of faces of all kinds was a study, a study truly, but such a sad one. Each one of the three hundred faces said "dismal failure" too plain for words.

Some men are born for great things,  
Some are born for small;  
But 'twere better than "hustling" a sandwich board  
Not to be born at all. (?)

Several of the numbers on the programme were popular airs, and the men joined cheerily in the choruses.

THE heavy weight and "fighting editor" of *Wheeling*, Mr. C. W. Nairn, and the light weight, Mr. W. McCandlish, assisted by Mr. Harry Swindley, of the *Cyclist*, and Mr. Charlie Liles, a noted amateur Sullivan, were among the assistants of the Right Honorable Percy Low in his "Sandwich man's Feed."

"SENATOR" MORGAN (as usual) has been hustling and has several big races on hand, "cow-boy races," "six-day cycle races," "Rowe versus Howell races," etc., etc. "Senator" seems old and worn and looks like an old war horse. I must say that the "Senator" is very well treated by everybody over here. He does too much work though for one man.

TEMPLE has gone to Liverpool to fill a trick-riding engagement. Temple is a nice fellow and very popular. Woodside is still in Ireland. But such is cycle fame. What a "two by four" fame it is at the best. Even the *biggest* guns are very ordinary, every-day mor-

tals, and their fame does not go to the ends of the earth by a good deal.

THE newspapers over here have made a great "to do" about the Le Four brothers. The Scotch papers were selling editions with big headlines—"Yankee Enterprise Again." I do not know how the Le Four brothers will get along, but I'd rather take my cycling all on land, and nearer civilization than the country of the Upper Amazon. But tastes differ. Of course, as they explain, they are young, have money, energy and muscle, and are tired of their humdrum life in the Northwest. Balloon ascensions, Niagara antics and Brooklyn Bridge leaps are as much out of my line as would be a trip with a convertible water or land cycle, but then there are men who have time and taste for that sort of thing, and it is nobody's business, anyway. Without such daring adventurers the uttermost parts of the earth would remain an unread book, and it takes Stables and Stevenses and Columbuses, and Hatter-asses and Le Feurs to travel in such places. They're built that way.

Far from the Pullman palace car,  
The railroad sandwich and  
The statistic fiend in quest of data,  
For a new official road book.

You can't make this rhyme, I did not intend it to. Bye-bye.

### NEW ORLEANS.

"BI."

WHAT'S the matter with Corey? This is a question that has been asked a dozen times within the past week or two, but as no one here can answer it satisfactorily, perhaps you Boston folks can enlighten us somewhat. H. D. wrote that he would be in New Orleans during the first part of February, and the daily press announcing that fact, quite a number of wheelmen were on the lookout for him to size him up and pirouette him round a bit, but alas! no Corey came, and they are waiting still.

AND so Hendee wants to be re-instated! He deserves it, and if it were left to the South would get it, too; so would Phil Hammell; so would Nobb Myers.

MR. KNIGHT, of the Kankakee (Ill.) Club, is stopping in the city for a week or two. Fairchild had him aboard a tandem last Sunday, and now Mr. K. is sorry he didn't bring his trike with him.

THE Louisiana Cycling Club has under consideration the holding of a spring race meet, and a committee is now at work on the matter, but exactly how the movement will pan out, it is, at this writing, hard to say.

MR. C. H. FENNER has declined the proffered nomination of the Chief Consuley, and it is now pretty well understood that Mr. A. M. Hill of this city will be the only candidate for the position, which, of course, means his unanimous election.

THE Louisiana Club has placed a signboard and a wheelman's register down at Schadwell's (the "Dutch woman's") on the Gentilly road, and in future it will be the proper caper, after the milk, cream cheese and oranges, *ad lib.*, have been stowed away, for the wheelmen to leave a specimen of his chirography in the little book.

SOUTHERN cycledom is not to be wholly without a journal, after all. The *Sporting South* is the title of the paper, and it will make its debut in this city March 3d. Base ball, boating, military and out-door life in general will be its field, and cycling, of course, will come in for a good share of attention. The *South* will be a weekly; subscription, \$2.00 per annum.

THE N. O. B. C. continues to run along in its same quiet groove, but the pretty club house should be used more, or at least a gas jet turned on during the week to make things appear bright and attractive, for now that the house is on a main street it is noticed the more. Once already have I heard the remark "they never seem to use it; the house is always wrapped in darkness;" and it wasn't a wheelman that said so, either. Turn on the gas occasionally, boys, and make things look cheerful, for even the casual observer cannot but be struck by the continual darkness.

GUILLOTTE announces that he will never again ride in a handicap race, but while he was talking about it a day or day ago and when the Thanksgiving Day handicap was alluded to, he got worked up and wanted to bet something fine that he could give the winner of that race, Mal Graham, the same handicap (four minutes), and beat him in five miles, provided the Audubon track was used, and now if Graham will only take it up, there are those who would willingly chip in for a prize to see the race come off, and the monotony broken. One mile in five is a terrific handicap, and while Guillotte is unquestionably a flyer, I'd go my pin money that he'd never catch Graham under such conditions.

## SPECIAL LETTER.

## "SENATOR."

FROM a "special" in the *Sporting Life* I see that the Le Feur brothers, the special correspondents of the *BICYCLING WORLD* of Boston, Mass., sailed for Brazil on board of the "Murray Castle," taking with them a wonderful machine, a quadricycle which can be converted into a tricycle or an equatic machine by means of simple contrivances designed and constructed by the Le Feur brothers (Batiste and Jean) for their great trip up the "King of Rivers." I received a telegram from them upon their arrival in Liverpool, and have since received a letter from them, in which they stated that they had been interviewed by "Gentleman John," who made a special trip from Edinburgh for the purpose.

I COULD not well get away at the time, as I was in Wales, resting from my labors for a short period. "Gentleman John" has doubtless got as interesting an interview as possible from the brothers. I should have been delighted to have seen the brothers personally, but there are times when a railroad ride of a few hundred miles seems too much like work, and as I was in for rest and not work, I left it to "Gentleman John." In their letter to me the Le Feur brothers seem very sanguine of successfully exploring the country of the Amazon, and judging from their straightforward epistle, I should judge they mean business, and are not off upon a wild goose chase, but are simply bent upon curing a spirit of restlessness which has overcome them in their dreary home in the bleak Northwest. They think that they will send the first account of their "manner of setting out" and voyage on the "Murray Castle," from the island of St. Thomas. I hope the editors of the *BICYCLING WORLD* will excuse my neglect of complying with the almost imperative telegram of their daring correspondents upon the grounds that I have been overworked of late, and that "all work and no play, makes Jack a dull boy." I shall read of the Le Feur brothers fortunes or misfortunes with a great amount of interest, as I am sure will all the many readers of the *BICYCLING WORLD*.

## NEW JERSEY NOTES.

## "RATCHET."

ON the afternoon of "George's" birthday, Mr. and Mrs. H. A. Smith on a tandem, C. L. S. Walker, Ed. Stark, A. J. Clark, Jr., and Mr. Decker of Belleville, and E. R. Collins of Westfield, started from Oraton Hall, and made a run through Central avenue and around the Oranges, returning home in good time for supper. As long as they kept to the macadam they found the riding fair to good, but the side streets were in a sorrowful state.

PROF. RICALTON of East Orange sailed for Europe last Wednesday (22) on the Celtic. He will start for India immediately after his arrival in Liverpool.

I HOPE you won't think I've sandwiched too much "road business" in this article, as I "sorter" thought cycledom might be pleased to hear that the "cry for road improvements" is likely to result in better riding through some of our pretty little Jersey towns.

THE Bloomfield Township Committee has appropriated \$4000 for gravel and road repairs, \$5000 for road construction, and \$500 for cross-walks. This is good as far as it goes, but it would make a big hole in \$25,000 to put the Bloomfield streets in half-decent order.

VERY much against our will we are compelled to say that the Roseville cycling and athletic grounds have become—or will become in a few days—things of the past. The entire property has been laid off in building lots, and the owner, E. C. Swift, has already disposed of the larger part of them, upon which the purchasers will immediately begin to build; and that settles \$12,000.

THE Bloomfield Township Committee passed a new ordinance 21 February, forbidding the riding of bicycles upon any sidewalks in the town, under a penalty of five dollars fine for each offence. Riders who really have the interest of the sport at heart should approve the course pursued by the committee, as one careless rider can do more on a sidewalk in five minutes to injure cycling than the entire League could undo in a year. Therefore it is best to take away from such any chance whatever of bringing reproach upon the sport.

AN adjourned meeting of the citizens of Belleville was held 24 February, and decided that the township should borrow \$50,000 to meet the expense of macadamizing the principle streets, and for other improvements on streets. The following streets will be macadamized: Main street, from William to Franklin township line; Jerolemon, from Main to the Spring Garden road; Holmes, from Main to Union avenue; Academy, from Main to Washington

avenue; Rutgers, from Main to Washington avenue; John, from Main to Bloomfield township line; William, from the railroad to John; Mill, from Washington avenue to Bloomfield line; Cortlandt, from John to Mill; Quarry, from William to Mill; Union avenue, from John to Holmes. This will make a grand total of 42,720 lineal feet of macadam in addition to the streets and avenues now completed. The citizens were very enthusiastic on the subject of road improvements, and are anxious to see the work begun. The streets of the town, with a few exceptions, have been sadly neglected of late years, and the town has suffered greatly in consequence. Commodore Hancox stated at the meeting that the present system of road tax was only a waste of money. He said his tax for this purpose in 1887 was \$38, and he was morally certain that the township had not expended \$10 on the roads in his immediate vicinity during the past thirty years. Let the cycling press keep up its cry for better roads, and we will get them. It may be slow work but it will be sure.

## ST. LOUIS.

## "LINNEUS."

THE cycle club held their regular monthly meeting at their club rooms in the Natorium Monday, Feb. 13, at which it was voted to continue as a League club. After the meeting refreshments were served and the members present had a good time generally. Three or four active members were admitted and if the club keeps growing at its present rate it will soon be the largest in the state. The road book is out and C. C. Brewster had a special meeting of the Board of Officers of the division called for Tuesday, Feb. 1st. There being no quorum present no meeting was held, but those who did attend were furnished pen, ink and envelopes and addressed a copy of the book to each member who had renewed. The Chief Consul has since been in receipt of many letters complimentary to the little volume.

EDGAR FLOYD-JONES had quite an experience out at Forest Park, Thursday, which resulted in a thorough ducking for that gentleman. He was out riding his bicycle and ventured to ride on the mushy ice of the lake, but when near the centre something cracked and Edgar found himself floundering in the water. After considerable trouble he got out but could not budge his bike, which was stuck fast in the mud, where it remained until the next morning.

WASHINGTON'S Birthday was observed more generally this year than it has been for several years past, and many of the resident wheelmen took advantage of the fine weather to take a spin out into the country. Quite a crowd ran out to the pump. Anent, the *Athletes'* article regarding a road race on the Lancaster Pike it would perhaps be a go, provided that such riders as Lin. Gordon, Hal. Greenwood, E. W. Sanders, W. H. Wylie, Will Snyder, Alex. Lewis, Hildebrand, Klipstein and E. A. Smith would attend the meet. From the above a team could be picked that would make the best of Pennsy's boys' hustle.

HAPPY St. Louis! The House of Delegates have been in session lately until past midnight, and the delegates have on several occasions ordered carriages at the city's expense to take them home. This caused a tremendous kick from the taxpayers, and the result was that a humorous member of the assembly introduced an ordinance appropriating \$1000 for the purchase of bicycles to take the members living at a distance home. The Delegates will organize a club to be known as the "House Wheelmen's Association," a gold medal will be given to the member showing the greatest efficiency in three months.

EVERYBODY whom I have spoken to relative to the change of the League's organ welcomes it, and says it is just what was wanted and should have been done long ago. The two papers ought to knock the persimmon, as far as bicycle literature is concerned. A good deal of curiosity is felt as to how the combination will look typographically and otherwise, and I predict a rush to the Post Office, Sunday morning, to secure copies of it. One of the most complete of cycling log books that I ever saw is owned by C. C. Hildebrand. He has kept an accurate account of all the riding he has done since he took to wheeling in January, '85. In looking over it I find an account of the only 24 hour record run ever attempted in this vicinity. This took place in the fall of '85, and the participants were Messrs. Hildebrand and Klipstein. The distance covered—124 miles—is not much, but like the De Soto road, it is the kind of distance that count. The course lay from St. Louis via the Manchester road to Washington and return. This record has now stood for over two years and not a single attempt has been made since to break it, or even to make the trip out to Washington.

THE coming election of the Mo Bicycle Club promises to be a lively affair. The candidates as far as announced are: for President, A. C. Stewart; Vice-President, Dr. Keith; Secretary, Geo. Boswell;

Treasurer, A. P. Dennis; Captain, Ab. Lewis; First Lieut., C. C. Hildebrand. As will be seen from the above no changes are contemplated in the President, Vice-President, Secretary and Treasurer offices. President Stewart at first declined the nomination but at the urgent request of some of the oldest and most prominent members of the club decided to run. Dr. Keith has made a good Vice-President and a better Secretary than Geo. Boswell would not be easily found. At the last meeting of the club the compensation of the Treasurer was fixed at \$120 per year and a remission of dues or a total of \$144. The compensation had formerly only been a remission of dues. Burt Taylor has made a good color bearer and with the exception of trying to butt a hole into Twenty-Third street on the day of the League parade has done well. "Ribsey" Williamson is a bugler, and will, I think, again toot the horn the coming season.

#### LONG ISLAND NOTES.

##### "WING-FOOT."

As Frank Davids says, "we have emerged from our place of congealment," after another hard winter of "progressiveness," "stags," and the innocuous theatre, etc., ad lib., and we come up smiling, ready for another season's crusade a-wheel. Washington's Birthday witnessed the opening of the season with us, the roads being wonderfully dry for this time of the year.

The proud distinction of two of the Mercury Wheel Club members, of being the first to register at the Sherman House, Babylon, is likely to be contested this year. They have held it for two years, and are going to make a bid for it again. I suggest, in order to obviate dispute, that the entrance must be made entirely a-wheel, from either Jamaica or Flushing, inside of twelve hours. The dates were April 23d, 1886; April 8th, 1887.

DEVELOPMENT of club life around New York has been wonderful, especially in Brooklyn, where, on Bedford avenue, near Fulton avenue, have been erected two of the most sumptuous wheeling club houses in the country, and the K. C. W.s and L. I. W.s have every reason to be proud of their fine quarters. Of the large clubs, the Brooklyns alone remain without specially built quarters, but what they lack in social characteristics they make up in genuine hospitality and pre-eminent riding ability.

THIRTY thousand dollars was appropriated last year for the improvement of "Jackson avenue," generally known as the North Hempstead Turnpike—the money to be expended on that part of the road between the Long Island City line and the Causeway over Flushing meadows. The work had so progressed last fall that we hoped for an early completion. This will furnish a continuous good road from Long Island City to Little Neck, about fourteen miles. The trouble with road building in Queens County has generally been that the local Pooh-Bahs always had a "finger in the pie," to the detriment of the work and loss to the taxpayers.

I EXPECT to soon be able to give news of reduced rates and better accommodations at Hempstead and Garden City. The beauty of the ride to these towns from New York has never been fully appreciated. I know of but two ladies who have been over over it, although it can easily be made in one day, going and returning by way of College Point ferry to 99th street, E. R. The beautiful cathedral is worth the visits alone, not to mention the lovely views and splendid roads. Metropolitan wheelmen and ladies desiring escort from Flushing will be cheerfully accompanied. Distance from College Point, about fifteen miles.

#### KANSAS CITY.

##### "MENTOR."

THE sad news of Will G. Phillips', of Paola, death has been received here, and it has cast a dark shadow over the whole wheeling fraternity. No one knew him but to like him for his many noble traits of character and his untimely end is sad in the extreme. Mr. Phillips came up from Paola to this city on a business trip, and returned home very late at night. While opening the door to his house he was fired on by a burglar, who had been trying to effect an entrance to his home. The shot took effect in his hand, and it was thought at first that the wound would not prove serious, but, unfortunately, blood poisoning set in, which resulted in his death. Will Phillips will be remembered by all who attended the second annual Kansas Division meet in Paola last July, the success and enjoyment of which he so faithfully labored for. He attended the League meet in St. Louis last May, and he will be remembered by all who met him then. He carried \$10,000 on his life, and before coming up from his city he purchased an accident ticket for \$5000 for the day. Besides this he was well off in worldly goods. His father was County Treasurer of Miami County.

THE League meet in Baltimore in June is the subject of considerable talk, and it is expected that quite a number will attend it.

THE riding season will soon be here, and wheelmen are making preparations for the summer outings. Even this week a number have been out on their wheels. To-day (18) however, it has been raining, and has spoiled riding for to-morrow. The season opened up sooner this year than ever known before. Captain Haynes states that club runs this season will be worthy the name.

REPRESENTATIVE STUART has received a copy of the "1888 Missouri Hand Book," and it is quite worthy of commendation. Mr. L. J. Berger, the compiler of the road information, should receive the thanks of the Division for his efforts to make the book complete. He has done nearly all the work since he removed to Chicago. Though a non-resident of the State, he finished his labors on it after his business hours. The book is a monument to his unceasing and gratuitous toil to carry out the undertaking he commenced. Lew may not get his reward in this world, but he'll get it in the next.

TOM ROE is securing the photos of all the wheelmen he is acquainted with in return for his, and two of his counterfeit presentments have reached this city.

#### PENNSYLVANIA.

##### "ARIEL."

THE attention of the cycling community here has been divided this week between the six-days' tournament at the Elite Rink, and the Pennsylvania Bicycle Club's house-warming. The latter came off last evening, and was a most enjoyable and successful affair. From far down Girard and Elm avenues the house could be seen a perfect blaze of light, having a huge keystone in red Chinese lanterns, with the letters "Pa." in white on the inside of the keystone. This is the club badge, so familiar to all wheelmen wherever the "gray uniform" is known. The reception committee were in full dress, while a majority of "Pennsy's" members sported cycling uniform. The house was crowded from garret to cellar, or, as I suppose it would be more correct to say, from locker to wheelroom; and I must add that the wheelroom was crowded also. The wheel space appears entirely inadequate for such a large membership, but this, I suppose, can be easily remedied. The decorations reflect great credit on the committee in charge, and the general arrangement of the reception cannot be too highly praised. Although the house was taxed to its utmost capacity there was no jarring whatever, not even in the locker room where refreshments were spread, and where the crush was greatest. Ices, cake and lemonade were served throughout the evening, and the passing hours enlivened by the music of a fine orchestra.

AMONG the visitors who registered were nearly all the prominent club men of Philadelphia, with many from neighboring cities. The club were also recipients of numerous regrets, prominent among which was a telegram from the New Orleans club, saying, "With you in spirit."

THE club has been in existence only about five years, yet the history of cycling has been such a short one in this country that the "Pennsy" is spoken of and looked up to as an old club. The founders were Messrs. Aaron, MacOwen, Van Vliedt, Miller, Crawford and O'Kafe—all names very familiar to the Philadelphia cyclist of 1888—and the quarters occupied were two small rooms in the rear of a drug store at Fortieth street and Elm avenue. The membership gradually increasing, four rooms lower down the avenue were engaged, and they finally occupied the entire building.

THE site of the new club house—opposite Memorial Hall in Fairmount Park—is one probably unsurpassed by any in the country, while the house itself is well arranged for convenience and comfort. The front is of red stone and ornamental brick, with decorations of copper, while three bay windows add a very artistic appearance. The wheel room is in the basement, and an inclined plane of asphalt affords an easy approach. The first floor proper is occupied by a large hallway, the reception room, the smoking and reading room, and last but not least the ladies' room, which last evening was profanely invaded and occupied by masculines.

ASCENDING the handsome staircase to the second floor, a door in front leads to the billiard and general meeting room, which is the largest in the house. The remainder of the floor is taken up by a small committee room and two rooms occupied by the janitor and his family. Dressing and bathing rooms fill up the top story entirely. Five hot and cold water shower baths afford accommodations for any number of tired and dusty wheelmen; and here can probably be often found the Crawfords, Schaffers, Kohlers, and others of that ilk (alas, that Fontaine can no longer be counted

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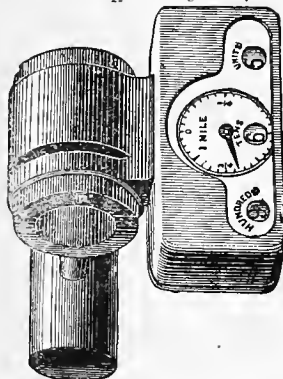
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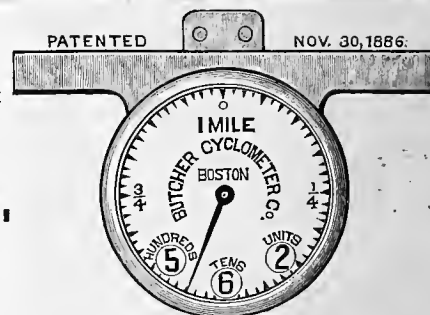
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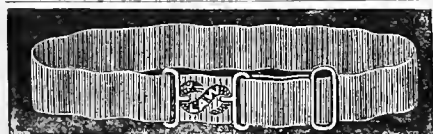
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among the number), refreshing themselves after an eighteen-miles-an-hour scorch on the Pike, a favorite way these "Pennsy" boys have of showing attention to visiting wheelmen. The present officers are: President, Isaac Elwell; Vice President, F. W. Grugan; Secretary, Lee MacInstry; Treasurer, J. B. Young.

ACTUALLY, the new uniform question is brought up again by a writer in the last *Bulletin*, and to what purpose I can't for the life of me imagine. He takes exception to the color, to the style, and to the whole business generally. I am sorry to say that I can't quite agree with 10,276. Probably a gray *would* have shown dirt less, but my own uniform, after a season's wear is still in excellent condition in every way, and so far as style and fit are concerned I flatter myself that it was equal to anything that I have seen in the uniform line, excepting, perhaps, some of the dark blue cloths which make up so handsomely for dress service, and are utterly unfit for hard road riding. If 10,276's breeches were too tight at the knees, that was his own or the tailor's fault, not the uniform's. I suppose it would be a hard matter to suit everybody, but the present uniform is certainly both neat and serviceable.

THE opening of this club house naturally induces a retrospect. It is but ten years ago that the first bicycle was sold in Philadelphia by Mr. H. B. Hart, the pioneer of the wheel trade in this city. Mr. Hart was good enough to fall into a reflective mood for my benefit yesterday. In 1878, being then in the sewing machine business, his attention was attracted to the "beast" by the practical use made of it by the Longstreths and one or two others. After careful inquiry he decided there was enough in it to warrant a small outlay. So, notwithstanding the discouragements of his friends, he procured a bicycle and put it on exhibition in his window. Well, he says you never saw anything like the excitement that machine created. The people stood in crowds around the window; and that was the beginning of a business that gradually ousted the sewing machine trade altogether, for little by little the new craze grew, until at length people saw that it was no longer a "craze," but a rational means of recreation and of practical utility. But it took lots of faith in those early days.

#### AUGUSTA, GA.

##### "ACTON."

I THOUGHT a few items from hereabouts might interest your readers. At the last regular meeting of the Augusta Bicycle Club the following officers were elected: Captain, Thos. L. Chapman; Lieutenant, John C. Gibson; Secretary and Treasurer, B. Hake. The club is on a solid basis, and intends making things lively this season. They have leased the ball park, and have laid out a four-lap track. The park has a good, covered grand stand, bleaching boards, judges' stand, ticket office, dressing rooms, etc. The first series of races will commence second Tuesday in May, and continue three days, but the big time will be at the Augusta National Exposition in October; then we intend to offer prizes that will induce professionals, promoteurs and simon pures to compete; and by the way, one of our most enthusiastic wheelmen is one of the Board of Directors of said Exposition Co.

AND speaking of riding on the sidewalk, the City Council lately passed an ordinance giving wheelmen the right to the sidewalk, except on Broad street, provided they carry a bell and a red lamp at night. How does the red light strike you?

AND these poor fellows in Mobile stoned by burly niggers! Well, if they tried it on the Augusta riders some burly niggers would be dead niggers, and the coronor would be inquiring how it happened. [It seems that the "burly negro" story is a canard.—ED.]

GENTLEMAN JOHN inquires where are Brantley and Pollhill? Both in Georgia, the former in Macon and the latter in Athens, and both doing well, I hear. The Captain and Secretary of the club have scarcely missed a day's riding this winter, and we had club runs in January. What do you fellows in Boston think of that? [We sigh and mourn.—ED.]

#### RECORD OF THE WEEK.

IN a letter received from San Francisco we learn that the yearly rains have temporarily stopped cycling, but that on the 22d of last month, if weather permitted, it was intended that the clubs would have a twenty-five-mile race. The San Francisco club are on the lookout for larger and better accommodations. The B. C. W. Club held a carnival on the evening of the 14th February, which was very successful and largely attended.

Rowe's training place will be at Bridlington, England. Allen will train him.

THE Canadian Wheelmen's Association will hold their next general meeting at Ottawa, July 1 and 2.

ALL the clubs in England are being canvassed as to their opinion on the action of the N. C. U. relative to road racing.

HAVE you a second-hand wheel for sale? If so, see rates under the "For Sale" column. The medium we offer is unequalled.

EVERY cyclist in the country will sympathize most sincerely with Colonel Pope at the loss of his father, who died quite suddenly last week Friday.

*Sporting Life*, London, has a fine portrait of W. A. Rowe, and nearly a column of letter press, recounting the wonderful American's performances.

THE English trade are combining and trying to devise some plan whereby they will secure themselves from theft at the hands of those who hire machines.

Rowe arrived in England Saturday, February 11, and at once issued a challenge to Howell to ride him a one-mile and a ten-mile race for \$500 a side.

THE valentines sent out by the Pope Mfg. Co. are very pretty, though we must criticise the apparent inconsistency of the "summer and winter combination."

THE professionals are coming to Boston, and they promise to give a six-day race at the Mechanics' Institute some time this month, if the building can be secured.

ANOTHER lesson learned from the great Stanley Show is that the modern cycle, two and three wheels, has practically reached the possible limit of improvement.

DINGLEY has proved himself to be one of the fastest long-distance men in the country. Hollingsworth, in condition, would make a hot race for the Minneapolis man.

TALLY one for the Coventry Machinists' Co. The Duke of Marlborough having purchased for his own use one of the Marlboro' Club tandems exhibited at the late Stanley Show.

W. J. CORCORAN is a good trainer to handle a man. He brought Knapp into second place at the late Philadelphia tournament by care. Knapp went all wrong the second day, but Corcoran pulled him through.

THE John P. Lovell Arms Company have secured the services of Mr. G. M. Worden to travel through the New England States in the interests of the Springfield Roadster bicycle. Another good man gone right!!

THE Dorchester Club will have a pool tournament this evening, March 2, and the annual meeting on the evening of March 6th. The social season will be closed by a party at Lyceum Hall, Dorchester, March 9th.

*Bi. News* gives it as its opinion that while Rowe may be a speedier man against time than Howell, but that when the two men meet in a race, the experience of Howell will give the Englishman a more than even chance to win.

"SENATOR" MORGAN preached a sermon last Sunday week from the pulpit of a chapel at Goytre, near Pontypool, Wales. The local press reported him to the extent of half a column. In what role will the versatile Senator next figure?

THE roads in this vicinity at the present writing are nearly free from snow and ice, but "de white man" and Massachusetts weather at this time of the year are "mighty unsartin," and ere this reaches the press we may have snow a foot deep.

WE do not believe in talking trade in our news columns, but we want to call the attention of every cyclist to the unequalled value of our columns in cases where a second-hand cycle is for sale. Send in your ad. now. See terms in the For Sale column.

THE in-door season is closing with a good deal of social activity. Reports from all over the country bring us news of balls, billiard tournaments and minstrel shows. We are glad to know that soon these enervating, though pleasant amusements will give place to the out of door life of the cyclist.

THE Northampton (Mass.) Wheel Club will have their fourth annual ball at the City Hall next Wednesday evening, March 7. This club was organized in 1883, and incorporated in 1887. The present officers are: L. L. Campbell, President; H. R. Grayes, Secretary; A. A. Chabot, Captain.

ONE of the most successful racing men at Cambridge University, England, is a Mr. Rumney. He writes a letter to the S. of C. de-

scribing how he kept himself in good racing form on vegetable diet only. Several gentlemen affirm that they get the best results from this kind of food, using it exclusively.

THE only possible improvement that can now be made on the rear driving safety is that which will reduce the sensitive steering of the earlier patterns to a minimum. The 1888 patterns of this type are a great advance over former years, and probably the approach to perfection is as near as it will ever be.

AN amusing mistake occurs in *Bi. News*: speaking of the Rambler safety, it credits this machine to the Pope Mfg. Co. We can easily imagine the hilarity, tempered by dismay, experienced by our good friends, Messrs. Gormully & Jeffery Mfg. Co. When the *News* handles American matters it always gets mixed up in a laughable manner.

HERE is an item that should start the ball of competition rolling in a new direction. The writer is a prominent wheelman living in a well-known cycling centre: "Let us start a championship for 'aged' riders. I am fifty-one years old, have been a rider of the bicycle for six years, and am good for fifty miles a day with the boys. Is this 'record'?"

JOE PENNELL and his wife have taken a tour over the route chosen by Sterne in his "Sentimental Journey," and have published their book of travels. *Wheeling* departs from its usual good taste by perpetrating a stupid pun to the effect that Pennell's trip will be a "Sterne chase." *Wheeling* is not often taken that way, and we hasten to offer apologies for its lapse this time.

OUR coolies are not this kind: A Bombay correspondent sends the *Cyclist* the following account of how a Parsee friend of his learned to ride. His method was as follows: He bought a 52-inch machine, without knowing anything about it, and hired two half-naked coolies to help him. He then got two pieces of rope, and tied one piece to each handle of the machine, instructing each coolie to keep his piece perfectly tight, and not let him fall either side under penalty of a thrashing and no backsheesh. The plan answered admirably, the coolies running along with the machine, and keeping it upright with very little difficulty, and in a short time that Parsee was riding about Bombay quite comfortably and easily.

### "GENTLEMAN JOHN."

#### SPECIAL INTERVIEW WITH THE LE FEUR BROTHERS.

(Special Correspondents of the *Bicycling World*.)

"COME to Liverpool and see us. We are about to sail for Brazil as special correspondents of the *BICYCLING WORLD*. We have letters of introduction to you from the editors of the *BICYCLING WORLD*. It is their especial wish that we should see you. Come to the Adelphi Hotel. (Signed) The Le Feur brothers."

It was a telegram to this effect that I opened in the city of Edinburgh, and I wondered what it meant. I read and re-read, and could make neither head nor tail of it. Who in — were the "Le Feur brothers," and what in thunder was their mission to Brazil, or their connection with the *BICYCLING WORLD*? I had not been receiving my *Bi. World* regularly, through some unaccountable cause, and I had not (as I since have) heard of the engagement of these gentlemen as special correspondents of the *BICYCLING WORLD*. The oftener I read the above telegram, the more I became anxious to know what on earth it meant. This was at noon. I picked up a Murray's time table and found that I could catch a train for Liverpool in two hours, so I packed a few necessities in my Gladstone bag, bade my friends a good-bye, explaining the object of my mission, and after talking for a few minutes over a brandy and soda at Spier & Pond's buffet at the Waverly station, I was off on an express train for Liverpool.

Arrived at the Lime street station in Liverpool, I got a hansom and drove to the Adelphi Hotel, where I soon found the Le Feur brothers sitting chatting with some Americans who had "crossed" with them, in the smoking room of Liverpool's best hotel. I handed them my card, and they handed me their's, and shook hands with me, at the same time expressing their thankful approval of the immediate manner in which I had personally responded to the call expressed in their telegram as given verbatim above.

The Le Feur brothers are off on a rather unique trip. They are French Canadians, and are both good-looking, strong chaps. Batiste, the older of the two, is apparently about thirty years of age, and his brother Jean looks about eighteen or twenty. Batiste is very dark, and is a fine-looking fellow, and has a heavy dark moustache to match his hair. He has a good, square-cut chin, and a frank, open smile. His brother Jean has a smooth-shaven face, and is hardly so dark as Batiste, but both have the same firm nose and

mouth, and the square chin of determination. They seem fellows with plenty of money at their disposal, and as far as I could glean from them, they are going to explore the Amazon river.

Batiste, the elder brother, said he had made arrangements with "Ratchet" of New Jersey to supply the readers of the *BICYCLING WORLD* with as interesting an account of their adventures in South America as his time and ability would permit. "We have," said Batiste, "a four-wheeled machine, which, for want of a better word, we shall call a quadricycle, but which by unscrewing a few bolts and nuts we can easily convert into a tricycle. We are both mechanics, and have utilized both the crank and lever motions as a motive power for our machine, and when one or other of these means of propulsion becomes tiresome or ineffectual, we have a simple contrivance by which we can apply a rowing power. We first formed the idea by reading the account of Thomas Stevens' trip around the world on a bicycle, as published in *Outing* of New York, and when we read of Ricalton's travels on a curious machine of his own design, we decided that we should explore a country which had as yet never been marked by the rubber tyre of a cycle of any description, viz., South America. We had read in *Outing* of the difficulties which Thomas Stevens had to contend with, through the difficulty in carrying sufficient luggage for common comfort upon an 'ordinary' bicycle, so we abandoned the 'ordinary' in favor of a machine of our own design, which would answer the purposes of exploration infinitely better. The wheels of our quadricycle are made from the large wheels of tricycles of American manufacture, and we are provided with two folding canvas canoes, two medium range rifles and a shot-gun, besides a couple of Colt's frontier revolvers to be used in case of emergency. We also carry a photographic camera and a well-stocked medicine chest and small magic lantern. We can arrange our canoes with the quadricycle in such a manner as to make a water cycle, in which the strength of both riders is utilized.

The camera will be used to photograph all the objects of interest on the way." Both of the boys seem to have had a liberal education, and are well versed in practical medicine, chemistry and mechanics, and have apparently plenty of ready cash, as they stop at the best hotels, wear the finest of fine raiment, and smoke cigars that would astonish a merchant prince.

They carried a letter to "Senator," but as "Senator" was in Wales it was impossible for him to see them as they left Liverpool on the 25th on one of Booth's Red Star Line steamers for Brazil, by St. Thomas. They do not seem at all afraid of the barbarous inhabitants of the Amazon shores, but go full of hope and ready for anything that comes. I secured photographs and autographs of the gentlemen.

The boys think they can go about 3000 miles up the Amazon, and are well provided with aneroids, compasses and good maps and charts of the Amazon and its tributaries. Despite the fact that they hail from the far Northwest and are French Canadians, they speak a lingo that has much more of the "take-it-as-it-comes" American than of the Frenchman or Canadian. Neither of the brothers use alcohol in any form, and they smoke very moderately. They are well built, solid and good looking fellows, and mean to make their way up the Amazon at all hazards. They have promised to drop a line or two descriptive of their voyage on the "Murray Castle" from the island of St. Thomas. After a fine dinner at the "Adelphi," we went to the theatre, and on coming out I bade them good-bye, and took the midnight express back to Edinburgh.

### OBITUARY.

MR. CHARLES POPE, who died in Boston Friday, 24 March, was born in Dorchester, August 12, 1814, and was consequently in his seventy-fourth year. He was formerly engaged in the furniture and feather trade business, and afterward became interested in real estate, principally in the settling of large estates. He has been a Justice of the Peace thirty-five years. The deceased has always taken a very active interest in city affairs, and was said to be one of the best posted men on local history in Boston. There are six children living—three sons and three daughters—Col. Albert A. Pope, the founder of American bicycle industries; Arthur W. Pope, of the firm of A. W. Pope & Co., of this city, and Rev. Louis A. Pope of Warren, R. I.; two of the daughters are practicing physicians, and are members of the New England Hospital Medical Society and of the Massachusetts Medical Society. Mrs. Pope, wife of the deceased, died three years ago, and for several years before her death was a confirmed invalid. The older sister has been active in benevolent work, and has had a particular working interest in the New England Hospital for women. At the beginning of her mother's illness, years ago, the family cares of the household were hers.



ABBOT BASSETT, Secretary-Editor.

#### LEAGUE OFFICERS.

PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.

VICE PRESIDENT.—H. W. Hayes, 103 State St., Boston, Mass.

TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

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MEMBERSHIP.—James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard St., Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet St., New Orleans, La.

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RULES AND REGULATIONS.—C. S. Butler, 263 Main St., Buffalo, N. Y.; W. W. Share, 336 Navy St., Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

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TRANSPORTATION.—Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred. T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 323 West 58th St., New York; W. S. Bull, 360 Main St., Buffalo, N. Y.

TOURMASTER.—W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 608 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan, Old Broad St. London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

FROM his new platform the Secretary-Editor sends kindly greeting, and assures his constituency that the future is bright with promise of success. May we all endeavor to make the promise good.

WE are unable to publish a table of renewals this week for we had to close the books last week in order to revise the mail list, and the revision is not complete at the time of this writing.

THE regular spring meeting of the Board of Officers at New York impends. There are mutterings of a conflict, and there are indications that measures to avert an inharmonious meeting of the opposing forces are being taken. These little outbreaks do the cause no good, and we hope to see peace prevail. The League has important work in hand, and cannot afford to waste time in lickerings.

ONE M. T. Thompson, of East Rockport, Ohio, offers a solution of the much-vexed question, "What to do with the surplus?" His idea is a good one, and if carried out will do more permanent good than will be done by distributing the surplus in the improvement of rivers and harbors, or the building of public buildings. Here is what he says:

"I notice the President has sent in his message to Congress, and what seems to bother him is how to get rid of all the money the government has on hand. He does not seem to have a remedy, and I suppose the reason is that he has always lived in cities where streets are paved, and had no reason to think that most of the roads in the country were almost impassable half the year. How near-sighted some people are, particularly some at the head of our government. I see they talk about reducing the revenue on tobacco and whiskey, so as to put a stop to this enormous income. I wish to say this is a grand mistake; and while I myself use tobacco, I wish it was \$10.00 per pound, and whiskey \$1000 a smell. It would be much better for most people that get it.

Now I will suggest my idea of how to get rid of this money. No doubt others can suggest a much better, but mine is this:

Take this money and pro rate it among every State and Territory, and every State pro rate it in every county, and every County to every road district, and let us build good roads, that people can travel on winter and summer, like other civilized countries, and keep right along with our present revenues. They at present burden nobody, but our roads do. Are not the farmers entitled to some of this idle money? Must the government, when it does spend a little, spend it all in the cities, buildings, etc.? It is time the farmers asked for something, for if they do not ask they will never get it, for the heads of our government do not think enough of you, only at the polls."

BUILDING a man of straw for the purpose of knocking him down may have its uses, but in the long run it is not profitable. The Secretary has had several very sharp interrogatives relative to the profit coming from the sale of ticket-holders, and in one or two instances it has been assumed that the profit goes into the Secretary's wallet, and forthwith a little sermon on dishonesty was preached. These are among the enjoyable things incident to the office. We will set all minds at rest, however, by stating that the project of having a ticket-holder was submitted to and approved by the Executive Committee. They are contracted for in the name of the League, are paid for with League money, and the entire proceeds go to the League. It has taken the edge off several of the complaints that the complainants have all been purchasers. If any person has refrained from purchasing for fear of enriching the Secretary we hope he will no longer hesitate, for the holder is useful and the price is moderate.

THE wheelmen of Western Massachusetts are pushing the scheme for a cycle path

between Holyoke and Northampton for all that it is worth. The path will be about seven miles long, and run within three feet of the fence entirely removed from the roadway. One Holyoke wheelman subscribed \$100 towards the project, and \$200 more was obtained in that place. Northampton and Springfield are expected to subscribe liberally. This will be the third path of the kind in the country. Pennsylvania has one, New York another, and Massachusetts now proposes to enter the list. It may be that in the near future we shall see these paths multiply, so that it will be possible to travel from one end of the land to the other. This looks large, but a much larger scheme would be the improvement of the ordinary highway to allow for so extended a journey.

#### LEAGUE PROGRAMME.

There seems to have been more or less rumor through the cycle and daily press that the Maryland Division has been receiving bids from outside parties for the privilege of printing and issuing the official programme of the annual meet of the L. A. W., which will probably be held in Baltimore on the 18th, 19th and 20th of June next. I would say that the issuing of the programme will be done by the Maryland Division, L. A. W., under the supervision of Mr. M. S. Wood, Chairman of Programme Committee, and the proceeds or profits will be used (if any) by the Division to assist in defraying the expenses of the meet.

A. E. MEALY, C. C., Md. Div.  
Baltimore, Feb. 25, 1888.

#### ILLINOIS OFFICIAL NOTES.

Owing to removal from the State, Mr. W. E. Dunn, Representative No. 10, this Division, sends in his resignation, and it is hereby accepted.

E. P. Blake, Local Consul No. 12, Bloomington, Ill., is hereby appointed to succeed Mr. Dunn as Representative No. 10.

W. J. Matern, Bloomington, is hereby appointed Local Consul No. 12, vice Blake, promoted.

Hotel Palace, Springfield, D. J. Black, proprietor, is hereby appointed League Hotel No. 6. Rates, \$1.50 per day.

Mr. J. H. Zumstein is hereby appointed Local Consul No. 41, at Windsor, Ill.

N. H. VAN SICKLEN, C. C.

#### NEW YORK ROAD BOOK.

The following regarding the New York Hand and Road Book will answer many inquiries that are now being made. The book contains two hundred pages, numerous maps, lists of consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Price to Division Members, \$1.00 per copy. To League members of other States, \$1.50. Remit to Geo. R. Bidwell, 313 West 58th street, New York City, or A. B. Barkman, 608 4th avenue, Brooklyn, N. Y.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 128—Total 93.

Boston, March 2, 1888.

#### CALIFORNIA DIVISION—4.

##### Capital City Wheelmen.

17707 Crocker, H. A., 716 8th st., Sacramento.  
17708 Hunt, W. F., 812 7th st., "

##### Oak Leaf Wheelmen.

17709 Wurster, F. W., Stockton.

##### Unattached.

17710 Meyer, Albert C., San Mateo.

#### COLORADO DIVISION—1.

##### Denver Ramblers.

17711 Croll, Horatio V., 1351 So. 12th st., Denver.

#### CONNECTICUT DIVISION—5.

##### Derby Cycling Club.

17712 Hull, Capt. Nathan A., 69 Minerva st., Birmingham.

##### Unattached.

17713 Darrow, Wm. M., Box 1039, New London.  
17714 Dawson, John H., 133 Main st., Willimantic.  
17715 Rourke, Jas. T., Box 560, "  
17716 Pemberton, E. L., Ansonia.

#### DELAWARE DIVISION—2.

##### Wilmington Wheel Club.

17764 Pyle, Clarence W., 922 Jefferson st., Wilmington.  
17717 Westbrook, W. T. Jr., 825 Adams st., "

#### ILLINOIS DIVISION—5.

##### Capital City Cycling Club.

17765 Westlake, Allen T., 400 No. 5th st., Springfield.

##### Joliet Cycle Club.

17718 Lockwood, D., 118 Park ave., Joliet.

##### Peoria Bi. Club.

17766 Hatfield, S. K., 101 No. Washington st., Peoria.  
17767 Patee, Fred, "Sat. Eve. Call," "

##### Unattached.

17768 Philbrick, Chas. C., 150 No. Clark st., Chicago.

#### INDIANA DIVISION—2.

##### Ft. Wayne Bi. Club.

17719 Stone, Frank, care H. J. Ash, Ft. Wayne.

##### Terre Haute Bi. Club.

17720 Weller, Edw. A., 602 No. 9th st., Terre Haute.

#### KANSAS DIVISION—1.

##### Unattached.

17769 Junken, Elmer E., Abilene.

#### KENTUCKY DIVISION—2.

##### Unattached.

17721 McCarroll, F. C., Hopkinsville.  
17722 Ware, Hal. P., "

#### MARYLAND DIVISION—3.

##### Baltimore Cycle Club.

17770 Meginniss, R. F., Fayette and Charles st., Baltimore.

##### Ramblers Cycle Club.

17771 Lockwood, W. D., 1731 McCulloh st., "  
17772 Dell, Thomas M., 203 West Hoffman st., "  
MASSACHUSETTS DIVISION—10.

##### Cambridgeport Cycle Club.

17723 Shannon, W. J., 106 Allston st., Cambridgeport.  
17724 LaCroix, E., 67 1-2 Prospect st., "

##### Suffolk Wheel Club.

17773 Blaney, John S., 1 st. near 6th, So. Boston.

##### Unattached.

17726 Brant, Frank L., Box 15, E. Weymouth.  
17727 Chamberlaine, David B., Hingham.  
17728 Adams, C. A., Box 795, Waltham.  
17729 Haack, Henry, 29 Wadsworth Av., "  
17730 Hornbech, H. E., 205 Adams St., "  
17731 Swan, F. E., 111 Chestnut St., "  
17732 Prouty, E. T., 16 Newton St., Holyoke,  
MISSOURI DIVISION—4.

##### St. Louis Cycle Club.

17733 Rea, Fred H., 3028 Chestnut st., St. Louis.  
17734 Washington, Dr. Jno N., 13th and O'Fallon st., St. Louis.

##### Unattached.

17734 Edwards, J. W., Bowling Green.  
17735 Moriarty, E. P., 17 West 9th st., Kansas City.

#### NEW HAMPSHIRE DIVISION—1.

##### Rockingham Bi. Club.

17736 Goodall, E., Portsmouth.

#### NEW JERSEY DIVISION—3.

##### Unattached.

17737 Clifton, Geo., West Hoboken.  
17738 Cook, W. E., 9 Church st., New Brunswick.  
17774 Hayward, C. H., 143 Hudson st., Hoboken.

#### NEW YORK DIVISION—20.

##### Brooklyn Bi. Club.

17739 Coudert, L. L., 408 Green st., Brooklyn.  
17740 Fay, H. G., 480 Broadway, New York.

##### Buffalo Bi. Club.

17775 Mulick, James E., 140 Allen st., Buffalo.  
17776 Otto, John C., 770 Ellicott st., "  
Harlem Wheelmen.  
17741 Wyeth, W. L., 37 West 124th st., New York.  
Hoosac Wheelmen.  
17742 Brien, James T., Hoosick Falls.  
17743 Wood, Walter A., "  
Kings Co. Wheelmen.

17777 Boehm, George, 34 McKibbin st., Brooklyn.  
17778 Brown, S. J., 292 Lafayette ave., "  
17779 Cavanagh, James, 616 Bedford ave., "  
17780 Hartman, Charles F., 139 Throop ave., "  
17781 Murphy, Andrew L., 9 Wall st., "  
17782 Murphy, W. F., 9 Wall st., "  
17783 Rollins, Geo. W., 35 South Oxford st., "  
17784 Simmonds, J. C., 86 Morton st., "  
17785 Snyder, J. M., 409 Grand st., "  
17786 Starrett, Robert, 166 Lynch st., "  
17787 Stillwell, Ralph I., 391 Marcy ave. "  
17788 Von Trotha, Cuno, 993 Bedford ave. "  
Unattached.  
17789 Halstead, M. O., Elmira.

#### OHIO DIVISION—12.

##### Central Wheelmen.

17790 Kroeger, Jno. H., 528 John st., Cincinnati.

##### Cleveland Bi. Club.

17791 Roberts, F. W., 76 Euclid ave., Cleveland.  
17792 Sherwin, John, National City Bank, "  
Findlay Wheelmen.

17793 Horn, Austin J., Box 328, Findlay.  
17794 Weitz, Ammi P., "  
17795 Withers, Ed. H., Ohio W. Glass Co., "  
Springfield Wheelmen.

17747 Warder, Geo. A., Springfield.

##### Toledo Cycling Club.

17748 Grab, Mrs. Clara, 1310 Adams st., Toledo.

##### Unattached.

17749 Brown, Jos. E., 883 Pine st., Cincinnati.  
17750 Wiebold, B. H., 11 Storrs st., "  
17796 Campbell, J. B., Akron.  
17797 Whitelaw, J. H., 37 Granger st., Cleveland.

#### PENNSYLVANIA DIVISION—12.

##### Century Wheelmen.

17751 Dietsch, Harry, 1122 Wallace st., Philadelphia.  
17752 Geaylor, Louis, 1203 Federal st., "

##### Clarion Bi. Club.

17753 Hubler, J. A., Clarion.

##### Reading Bi. Club.

17798 Crawford, John, Reading.

##### Unattached.

17754 Lane, A. W., 1828 No. 13th st., Philadelphia.  
17755 McCloskey, F. M., 4032 Chestnut st., "  
17756 Sulleberger, F. B., Box 1582, "  
17757 Wallis, J. Frank, 2630 E. Lehigh ave., "  
17758 Conolly, J. P., 510 Lackawanna ave., Scranton.  
17759 Fahrney, E. D., Waynesboro.  
17760 Inglis, John, North East.  
17799 Scouller, Will, "

#### SOUTH CAROLINA—3.

##### Charleston Cycling Club.

17744 Lutjen, J. L., King and Queen sts., Charleston.  
17745 Moran, John P., "  
17746 Tecklenburg, J. P., 14 St. Philip st., "

#### VERMONT DIVISION—1.

##### Unattached.

17761 Parker, Chas. E., Vergennes.

#### WISCONSIN DIVISION—2.

##### Racine Bi. Club.

17763 Adreance, J. Wm., Racine.

##### Unattached.

17762 Leenhouts, Con., 468 10th st., Milwaukee.

#### LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888:—

Montrose Bicycle Club, Montrose, Penn.  
Portland Wheel Club, Portland, Me.  
Essex Bicycle Club, Newark, N. J.  
Kittanning Bicycle Club, Kittanning, Penn.  
Pawtucket Bicycle Club, Pawtucket, R. I.  
Columbia Wheelmen, Stockport, N. Y.  
Kings County Wheelmen, Brooklyn, N. Y.  
Peoria Bicycle Club, Peoria, Ill.  
Findlay Wheelmen, Findlay, Ohio.  
Waterbury Wheel Club, Waterbury, Conn.  
Omaha Wheel Club, Omaha, Neb.  
Harlem Wheelmen, New York City.  
Everett Wheel Club, Everett, Mass.  
Manchester Bicycle Club, Manchester, N. H.

All membership in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

## Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, .....

Club, ..... P. O. Address, .....

City and State, .....

References: .....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August or September, enclose \$1.50; in October, November or December, enclose \$1.25.

—If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

# NEW MAIL, CATALOGUE 1888.



WILLIAM READ & SONS,  
Boston, Mass.

WILLIAM READ &amp; SONS, BOSTON.

# NEW MAIL.

For our 1888 Catalogue we offer as the Best Preface the **Record of Actual Road Usage** for the past year of the **NEW MAIL**, with its Special Features. No Higher Grade in every detail; No More Successful Wheel ever appeared in the market than the New Mail Light Roadster, brought out by us last year, of American manufacture. *All Parts Steel Forgings and Strictly Interchangeable.*

## —THE ONLY WHEEL—

having the Great Improvements — (proved an absolute success by actual test of road use for past 2 1-2 years), of

### **TRICWELL'S BALL BEARING HEAD,**

which we control, "Perfection" Patent Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of the last year's New Mail, and as the Testimony of users themselves is much the strongest evidence of the worth of a wheel and more satisfactory to a purchaser than a manufacturer's recommendation, we include these testimonials fully in this Catalogue on following pages and ask careful perusal, as they are the opinions of well-known and many of them hard riders. Stronger recommendations of a Wheel Cannot be Offered. Read the testimonials in full.

## BUY THE BEST AT FIRST.

### READ ALL THIS.

It must be admitted that a bicycle, owing to the great strain it is subject to in road use together with the many accidents liable to befall it, **CANNOT BE Made Too Well**. It must be admitted also that the pleasure of wheeling (and it is but a pleasure and enjoyment) is obtained in *full* NOT by using a second or third class machine, one which will simply *do*, but by riding the **Best**, the most **Perfectly Made**, with frictionless bearings and true adjustments. Such is also the **Cheapest**, as expense is not constantly incurred in repairs, necessary in cheaper wheels, which are advertised as good as any. It is often the case that one buys a cheap wheel thinking to change to a better afterward, but **This is the Most Expensive in the End**, for the low grade constantly needs repair, and hence outlay of money, and when a change is made for the Best (and such change is **Sure to be desired**), the wheelman has to suffer great loss on the old wheel, or pay a large difference to exchange, thus making the new mount actually cost **More** than if bought at first.


We shall keep the **New Mail** up to the **Highest Pitch** in Quality and recommend it as the **Cheapest Wheel** in the end in the Market.

### NOT A SINGLE BUCKLED WHEEL LAST YEAR.

GET THE BEST BOTH FOR ECONOMY AND SATISFACTION.

We make mention of this as several new grade wheels are on the market at lower prices, but the manufacturers of them have their *1st quality and best wheels* at the same price as ours. Does it stand to reason that the low price wheels are as well made or as good as their best at higher prices?

Don't be misled in supposing that they will stand the usage of the best.

 Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

WILLIAM READ &amp; SONS, BOSTON.

# The GREAT SPECIALTY of the New Mail, TRIGWELL'S BALL BEARING HEAD.

An Absolute Success. We Control It.

Full description of this head follows on succeeding pages, but since other manufacturers have made exertions to decry Ball Heads as of no advantage whatever, we are forced to refer to the fact emphatically that the true Merit of the Trigwell may be clearly understood. We wish to impress these facts, viz.: that

WE CONTROL THE TRIGWELL AND OTHERS CANNOT USE IT!

That the TRIGWELL is the ONLY BALL HEAD confining the balls so that they cannot roll out or be lost.

That we were the FIRST to adopt the Ball Head and hence have had the greatest experience with it, and declare the TRIGWELL, which we have used 2 1-2 years,

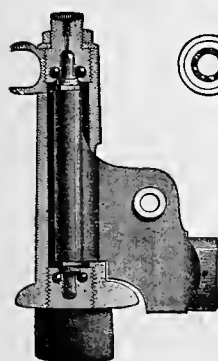
## A MAGNIFICENT SUCCESS!

The best proof of this success is our declaration that for the coming year WE DO NOT ALTER the head in a *Single* Detail! Every part has been Dead Right and no change required. Is simpler for repair in case of accident, and been found More Durable than the old cone pattern.

Read the detailed description of the advantages of the Ball Head on following pages, and read the testimonials of those who have used them.

Wheelmen appreciate that a Perfectly-Made and Frictionless Head is the most important requisite for a true running wheel. As such and as THE MOST IMPORTANT MODERN IMPROVEMENT ON BICYCLES, we offer OUR SPECIALTY, the

## Trigwell Ball Bearing Head.



1000 Miles Without Oiling or Adjustment.

Perfect Rigidity and Ease of Steering.

In Use Three Years with Great Approval.

Wheelmen are aware that ordinarily constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the balls smoothly without wear, and one adjustment serves for a very long time,—for months, in fact,—and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed. These Heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and

ALL PARTS INTERCHANGEABLE.





Notice this  
Neat Fitting  
Dust Shield.  
No Screws.

The rigidity of a Bicycle and the freedom in steering, is increased to such an extent that hills can be surmounted with far greater ease, and rough roads traversed with considerably less discomfort. A Ball Head will not require Lubricating or Adjusting more frequently than ONCE EVERY ONE THOUSAND MILES. The invention was awarded the Medal at the Inventions Exhibition, 1885, by a jury of experienced and practical riders.

The 100-Mile Race of the London Bicycle Club from Bath to London, was won last year on a Bicycle fitted with this Head, in 7h. 33m., against a strong head-wind for at least a third of the distance, with heavy rain falling for six hours.

The Trigwell is the Only Ball Head which confines the balls by collars, so that when the head is taken apart the balls cannot roll out and be lost.

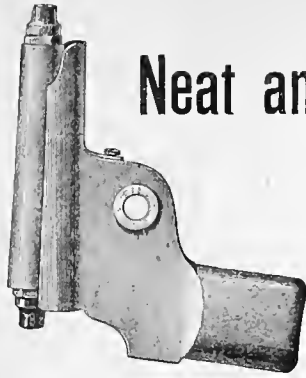
 Fine Photograph of New Mail sent on receipt of 10c. in stamps. 

New Mail Enamel, 50c., with brush.

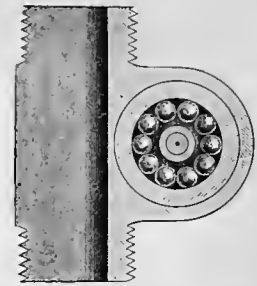
WILLIAM READ &amp; SONS, BOSTON.

—SHOWING THE—

## Neat and Close Fitting DUST SHIELD OF THE BALL HEAD.



Having no small side screws as in the old heads. Also showing the Perfectly Turned Cones on which the balls move. These are hardened, and hence not liable to wear, as in the old pattern heads. Also can be unscrewed by the user.



Section of Head Showing Balls resting on top of Neck Centre.

**HEAD.**—Trigwell's Ball Head, as used by us the last three years, and which has proved so great a suc-

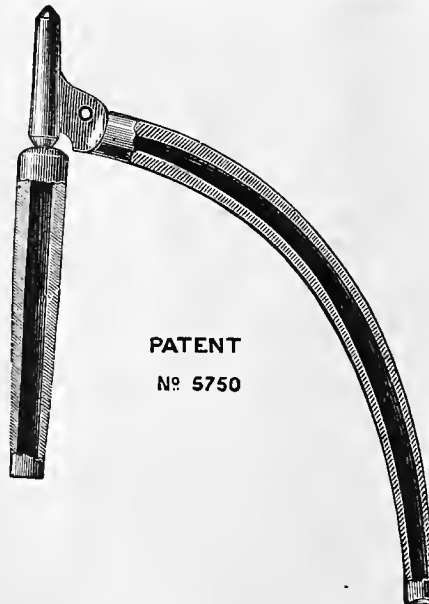
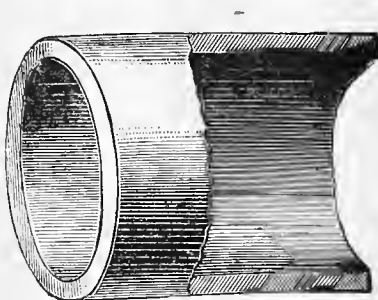
cess. We consider this head the greatest modern improvement on Bicycles, and we have received testimonials from all over the country in its favor. Its merits consist in smooth and perfect steering, lack of wear, and the great rigidity it gives to the whole wheel. The steering must be tried to be appreciated,—it is Perfect. Its wearing qualities are such that the wheel can be run 1200 to 1500 miles without adjustment of the head, and one oiling lasts three months. It is needless to contrast this with the action of the cone head, which every wheelman knows from experience requires adjustment every few miles. It gives **GREAT ADDITIONAL RIGIDITY**, as with it a **PERFECT** bearing in the head can be obtained, and the whole wheel rendered solid, whereas in the cone head, the instant the head is tight it "sticks" and is useless, while the Ball Head can be tightened to a great degree before any tendency to stick is observed. We have had only the most perfect success with this Head, in the great quantity of machines we have sold. There are many patterns of Ball Heads, but the Trigwell is the only one which can be taken apart without the balls falling out, with the liability of being lost. We were the first to use the Ball Head, and we consider the Trigwell the only one of merit, and our experience of two years has borne out our opinion of it. We offer it as the most important improvement made in Bicycles of late years. And we wish to impress on wheelmen the fact that the Trigwell Head, controlled by us, is the best, and in fact the only one which has had an extensive use and test.

## WARWICK'S NEW "PERFECTION" BACKBONE AND FORKS.

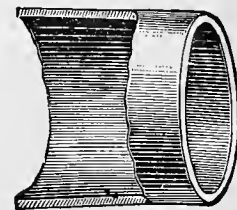
**USED ON THE NEW MAIL ALONE!**

We draw attention to the following improvements in the Backbones and Side Forks, (drawings of which are below.) We think it will be evident to all that the one source of weakness in Backbones is where it joins the neck, whereby owing to the great vibration and springing of the Backbone, they do sooner or later break at that point. This can of course be obviated by using a much thicker and heavier Tube, but this not only adds to the weight at the neck end, but also the full length of the Backbone, where extra strength and weight is not required; it is to remedy these defects and to prevent the breaking which is so frequent, and at the same time to reduce the weight, giving increased thickness where it is required, and reducing it where it is not required, that we introduce this improvement to your notice. To do this the Tube is thick at one end and gradually tapered internally until it is thin at the other end. This Tube when ovalled, will make *stronger, lighter and more rigid* Backbones and Forks than have been made hitherto.

The following drawing will give some idea of the advantages claimed over ordinary goods.



PATENT  
No 5750



Sectional and End View, Showing Neck-End of Backbone.

Sectional View, Showing Backbone and Forks when made up.

Sectional and End View, showing Back-Fork End of Backbone.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

WILLIAM READ &amp; SONS, BOSTON.

# THE NEW MAIL

Has this Splendid Improvement in **BACKBONE**  
and **FORKS**, the

NEW

## Warwick Perfection

PATENT FOR STRENGTH.

It is well known that in all machines backbones are liable to, and do break, causing bad accidents. The place of breakage is usually, if not wholly, at the upper end under the saddle, where is the greatest strain. We have adopted this new backbone of Warwick's, which has greater thickness of metal at the large or neck end, and tapers thinner to the small end, thus obtaining a stouter and stronger backbone with no danger of breakage, while there is no increase of weight.

**FORKS** are the same "Perfection" pattern, thicker at large end and tapering to the small. This gives

**STRONG, RIGID FORKS.**

A FACT THAT EVERY BICYCLE RIDER  
SHOULD TAKE NOTE OF.

The following appeared in the "Cyclist," November 17th, 1886.

It is said that when anything breaks in a carriage, the coach-builder next time increases the strength of that part. It is true he also increases the weight of the carriage, but what is that compared to safety? A friend of ours has broken five backbones this year, and in every instance they have gone in the same place, viz., just where the solid head is brazed into the tube of the backbone. What manufacturers of 'cycles do under such circumstances is to put a new backbone with *precisely* the same thickness at the point where it breaks time after time. In the spirit of the king who said, "Will no one rid me of this petulant priest?" we ask, "Will no manufacturer rise to the occasion and strengthen backbone tubes at the point where they invariably break?"

The following is our reply thereto.

### BREAKAGE OF BACKBONES.

[625].—In your last issue, under the heading of "Notes of the week," we notice a paragraph in which reference is made to the breakage of backbones, and of the fact that they always break in the same place, viz., just where the solid neck is brazed into the tube of the backbone, and your contributor asks, "Will no manufacturer rise to the occasion, and strengthen backbone tubes at the point where they invariably break?" We should like to call your contributor's attention to your advertising columns, where he will see that we manufacture a backbone in which the liability to break at the point named is entirely obviated, and this without any additional weight, so that we can fairly claim to have "risen to the occasion" which your contributor so earnestly desires.

THOMAS WARWICK & SONS.

## "AN UNDISPUTED FACT."

AN ACCIDENT AND HOW IT COULD HAVE BEEN PREVENTED.



The following is taken from "WHEELING," July 21st and 28th, 1886.

'Of all the recent improvements in the Bicycle, the latest introduction of Messrs. WARWICK & SONS, in Backbones, is perhaps the most important to riders. The Neck-end of a Backbone has always been the weak spot in a light-built roadster, and many machines give there sooner or later, from the strain caused by the constant springing and the great amount of vibration, often causing nasty spills. The 'Perfection' Bone is five gauges thicker at the Neck than it is at the Back Fork end, being tapered internally; the extra thickness and strength being just where it is essential, and besides, being less weight than an ordinary Bone. We are indebted to Messrs. WARWICK & SONS for several important improvements in machine parts, and I opine that their latest introduction will prove yet another boon to Bicyclists. I have to record two cases that have come under my notice bearing upon this important subject. W——, of the Edgbaston C. C., has sustained a bad fall, through the Backbone of his Bicycle breaking. Another backbone breaker, last week, was D——, of the Dragon C. C.'

The Above Accidents would not have Occurred if the Bicycles had been Fitted with the

**PERFECTION BACKBONES.**

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps. ☞

New Mail Enamel, 50c., with brush.

WILLIAM READ &amp; SONS, BOSTON.

## Opinions of the Press on Warwick's "Perfection" Backbone and Fork-Sides.

From "THE CYCLIST," June 23d, 1886.

"We have just had shown us, by Messrs. WARWICK, what we consider the best improvement made in Backbones and Forks for many years. As is well known the strain on both forks and backbone is mostly close to the head, and until now this extra strain has been met by an enlarged diameter of the tubing used. Messrs. WARWICK, however, in their latest production, go farther, and taper the metal itself as well as the tube, so that the frames are not only larger in diameter, but of a larger gauge in thickness of material at the points where most strain exists, whilst both metal and weight are reduced where the strain is least. From what we have seen of these tubes we have every reason to believe that as soon as they are known to the trade they will be largely used."

From "SPORT AND PLAY," July 5th, 1886.

"Messrs. WARWICK & SONS, of Birmingham, the well-known Bicycle Fitting and Hollow Rim Manufacturers, have recently perfected a very important and substantial improvement in the construction of Backbones and Forks, which we opine will supersede anything of the kind hitherto introduced. The invention consists of a patent method for tapering the metal from which the tubes are made, the upper part of the fork and backbone, near the neck end, where the great strain is concentrated, being of 14 gauge steel, and tapering off to 18 gauge at the lower end. By this means, greater rigidity is obtained, and the liability of breakages (which under the old system was of frequent occurrence) is reduced to a minimum, in addition to which a considerable saving in weight is effected. The invention is a very ingenious one, and we feel confident that it will be largely taken up by the bicycle and tricycle manufacturers when its merits are made known."

From "WHEELING," September 1st, 1886.

"At a time when the desire for the lightest machine obtainable is the chief desire of the tourist, and 40 lb. tricycles and 22 lb. bicycles are considered and sometimes prove, to be the correct mounts for road-races, it may not be out of place to draw more general attention to a recent improvement in the tubes from which are made forks, backbones, and frames for our lighter wheels.

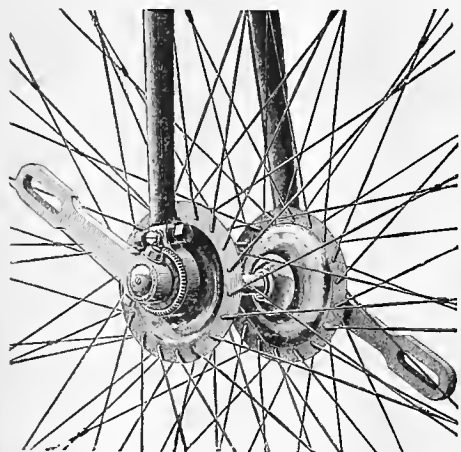
"In the usual form of backbone tubes the weakest part in proportion to the strain upon it is undoubtedly the neck-end, especially about the brazed joint of neck and tube. The rage for light machines, which is now almost universal, has had the tendency more than ever to bring this practically before us, as with the necessary reduction in weight, comes increased liability to breakage under sudden strains. Under these circumstances, aggravated as they are by the common occurrence of exchanges and sales, relegating to a 14 stone man a machine specially built for a rider of 10 stone weight only, any alteration which, without increasing weight, shall add to the strength or rigidity of our machines, is one to be welcomed as a boon and a blessing to men in these latter days, when steel for toughness and endurance as against slain flesh and blood is tested and tried and found wanting. Messrs. T. WARWICK & SONS, of Hollow Rim fame, have recently introduced a Backbone, which instead of being about 16 or 17 gauge in thickness from top to bottom is of 14 gauge thickness at the neck end, tapering internally to only 19 gauge at the end which is brazed to the backforks. This must strengthen the backbone very considerably indeed if properly brazed. We should consider such a joint unbreakable. As to weight, Messrs. WARWICK claim that the weight of the backbones and fork-sides is less than those now in use."

WE CALL SPECIAL ATTENTION TO OUR

## TRUE TANGENT SPOKES

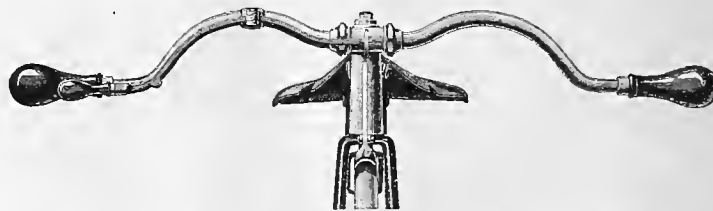
AND METHOD OF TYING.

Giving Great Rigidity to the whole wheel. No Rattle. Spokes Tied and Brazed, and Wound Seven Times!



## NOTE THIS TYING.

This cut shows the NEW MAIL system of tying its Tangent Spokes at intersections. UN-LIKE ANY OTHER! Tied as well as brazed and wound SEVEN TIMES, giving great strength and rigidity to the whole wheel. Impossible for Spokes to separate or rattle. True Tangent Spokes, 72 in number. DETACHABLE CRANKS. 5 to 6 inch throw.



## DETACHABLE HANDLE BARS

WITH

Oval or Spade Handles.

Very Strong, in Solid Frame, and very Neat. Easily detached by merely unscrewing the two nuts each side of head. Every part interchangeable.

If by accident you break your Bar, we can send you a new one which you can replace yourself.

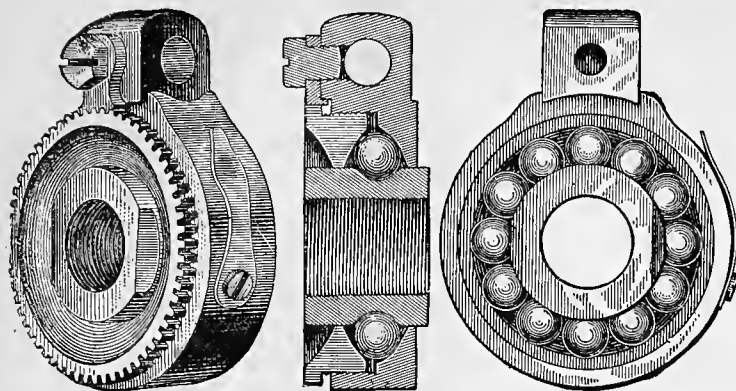
We offer it as the NEATEST and SIMPLEST in the market.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

WILLIAM READ &amp; SONS, BOSTON.

## BOWN'S ÆOLUS ADJUSTABLE BALL BEARINGS



### USED ON THE NEW MAIL.

We recommend this as the best Bearing, as it is easily adjusted and *does not tighten up nor wedge* after long runs.

**CONSTRUCTION.**—A single row of balls is used, twelve in number, and the adjusting power of cones is made use of for adjustment, it being constructed as follows: On the axle a steel collar is secured, having two wedge-like projections left upon its outer circumference, which thus form together a conical groove in which the balls are placed. The case is separated vertically, and both halves are coned outwards; the outer or adjustment half is provided with a milled edge, and by screwing up this with the fingers, the cones are tightened concentrically upon the balls with a great degree of nicety, and the adjustment plate is prevented from

unscrewing by a bracket with a set of teeth which fit the indentations on the circumference of the adjusting case.

## A SPLENDID RIM.

### Warwick's Latest Hollow Rim with Thickened Bottom.

**ENTIRELY SMOOTH. NO SEAM OUTSIDE.**



A great advantage, as an outside seam looks badly and is liable by wear on the road to open. The thickened bottom stiffens the whole rim and makes a

**SECURE HOLDING BED PLATE FOR END OF SPOKES.**

**NOT A BUCKLED RIM LAST YEAR!**

**Best Rubber Tires.**

**Strongly Cemented.**

—TO SHOW THAT—

**We Have Entered into Every Detailed Part to Get Perfection,**

WE PRESENT A CUT OF THE

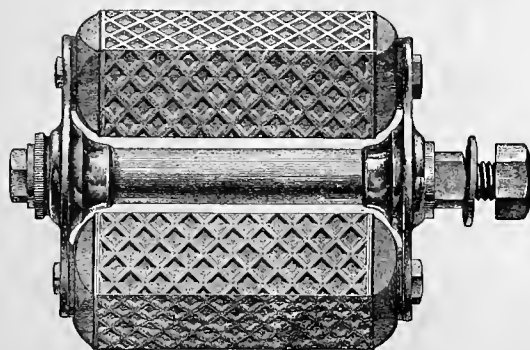
**NEW MAIL'S REAR AXLE,**

Which Wheelmen know is a source of trouble in many wheels, from not being made or running true.

This is Mathematically

**TRUE IN ITS BEARINGS,**

**And we call attention to its Handsome Shape and Proportions.**



## BALL PEDALS

—MADE WITH THE—

**GREATEST NICETY**

—OF—

**FINEST STEEL.**

Which we offer as unsurpassed in the market for true running qualities. Rubbers—the square corrugated, adapting to the form of Foot.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

**New Mail Enamel, 50c., with brush.**

WILLIAM READ &amp; SONS, BOSTON.

We have thus, in the preceding pages, described in detail the construction of our Bicycles, showing a combination of improvements which can be found in

## NO OTHER WHEEL.

That they are improvements and features of merit, we leave wheelmen to judge. **They are no Experiments.**

## WE WERE THE FIRST TO ADOPT AND PUT IN USE THE BALL HEAD,

Believing it to be a marked and necessary improvement, and after the past two years extensive experience on all our wheels, which it is well-known are in use all over the country, and have gained their high reputation from their staunchness in hard, cross-country riding and tours, we offer the

## TRIGWELL BALL HEAD

(which we obtained and judged the only one of merit,) AS A PERFECT SUCCESS. That it is a great advantage, we refer to the many testimonials. Once having used this Ball Head, you would never go back to the common kind.

## THE WARWICK NEW BACKBONE AND FORKS.

with increased thickness of metal and strength, are too obvious advantages to need explanation. The New Mail has them. Are not these three features alone (Ball Head, Perfection, or rather common-sense Backbone and Forks and our Rim) enough to decide one in choice of this Wheel?

But also we include Corrugated Square Rubber Ball Pedals, Spade Handles, Kirkpatrick Saddle, Harwood's Adjustable Step, all at the price. The price of the New Mail is exactly the same as all other makes of Tangent Spoke Weeels of 1888 manufacture.

We invite careful study and inspection on next page of the perfect proportions and symmetry of this

## SUPERB LIGHT ROADSTER



## THE NEW MAIL.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

WILLIAM READ &amp; SONS, BOSTON.

## Prices, Including Spade Handles, Ball Head and 'Perfection' Backbone and Forks.

Believing when purchasing a high Grade Machine, wheelmen desire ALL the Latest Improvements and Features, we shall make nearly all this year's product with Ball Head and "Perfection" Backbone and Forks, and these prices include such.

Of course if these additions and improvements are *not* desired, the prices become \$2.50 less to agree with other machines in the market quoted this lower. Are not these Great Improvements worth the small difference of \$2.50?

### PRICES.

ENAMELED, WITH BRIGHT PARTS NICK-ELED AND SPOKES NICK-ELED TO INTERSECTIONS.		INSIDE LEG MEASURE TO BALL OF FOOT.	ENAMELED, WITH BRIGHT PARTS NICK-ELED.		INSIDE LEG MEASURE TO BALL OF FOOT.
48 in.	\$125.00	31½ in.	54 in.	132.50	34½ in.
50 in.	127.50	32½ in.	55 in.	133.75	35 in.
51 in.	128.75	33 in.	56 in.	135.00	35½ in.
52 in.	130.00	33½ in.	58 in.	137.50	36½ in.
53 in.	131.25	34 in.	60 in.	140.00	37½ in.

Half Nickel, \$10.00. Full Nickled, \$15.00 Extra. With Paralled Pedals, \$5.00 less than above Prices.

Also these prices are for the latest wheels, made *this* year, and are exactly the same (no higher) as all other tangent wheels of *this year's* manufacture. Wheels of *previous years'* manufacture we offer less.

### Get the Latest and Most Improved!

TERMS,—Strictly Cash. Send cash by Express or by Boston or New York Draft and we send the wheel strongly crated, with Tool Bag and Tools. We nickel the spokes to intersections, giving a very light and handsome appearance.

## TESTIMONIALS.

CAMBRIDGE, Jan. 31, 1888.

Messrs. WM. READ &amp; SONS:

DEAR SIR,—I have ridden for several years various machines, and think the NEW MAIL compares favorably with any, and in many respects is far superior. Last year I rode the NEW MAIL some fifteen hundred miles, and found it rigid and easy running. The Ball Bearing Head is a decided improvement over the Cone Bearing, as it allows one to keep the head tight, at the same time does not interfere with the steering. In finish I think the NEW MAIL has no superior. Yours truly,

GEO. S. PERKINS,  
*Capt. Cambridge Bicycle Club.*

CHELSEA, MASS., June 2, 1887.

WM. READ &amp; SONS:

DEAR SIR,—The NEW MAIL Bicycle I purchased of you the first of the season has given perfect satisfaction; it is the easiest running wheel I ever rode. The Ball Head is perfection itself. I would not be without one. Yours respectfully,

O. L. DRESSER,  
*Capt. Chelsea Ramblers.*

WORCESTER, MASS., Jan. 12, 1888.

Messrs. WM. READ &amp; SONS:

GENTLEMEN,—Since purchasing the NEW MAIL of you last year I have ridden it constantly, and it pleases me in *every respect*. I think the Ball Bearing Head is the greatest improvement ever put on a Bicycle. I would never ride any other now, as I think no Bicycle is complete without it. For hill climbing I found that I could ride up the same hill much easier on the NEW MAIL than I could on my former mount. The NEW MAIL, as a whole, is far superior to any other make, and I cheerfully recommend it to those who are looking for the *best*.

Yours respectfully,

FRANK W. BARRETT,  
*Capt. Worcester Bicycle Club.*

[From the noted fast rider, W. E. Crist.]

WASHINGTON, May 3, 1887.

GENTS,—The NEW MAIL is the easiest wheel of any I ever tried. It is simply perfect. Yours truly,

W. E. CRIST.

NEW ORLEANS, LA., Nov. 26, 1887.

Messrs. WM. READ &amp; SONS:

DEAR SIR,—I received from you, through your agent at this point, Mr. J. M. Gore, one of your 53-inch NEW MAILs. On this wheel I trained for the annual L. A. W. Louisiana division races, and on the day of the races rode the same, surprising both my friends and myself. My success was undoubtedly due to the easy manner in which the wheel rode. I have experienced equal pleasure on the road with the wheel, it riding as smoothly and easily as one could desire. I have ridden several makes of wheels during two years' experience as a wheelman, but much prefer your wheel to any so far ridden. Again thanking you for the good wheel you have sent me, I remain,

H. W. FAIRFAX,

*Sec.-Treas. New Orleans Bicycle Club.*

PASADENA, CAL., Jan. 15, 1888.

GENTLEMEN,—After an experience of five years with the various prominent makes of Bicycles, I would like to state that, in my judgment, the NEW MAIL of Messrs. Read & Sons is the best road machine now made.

The Ball Bearing Head, as now used, *cannot* be excelled by any appliance for facility and nicety of adjustment. It is the easiest running and most rigid wheel I ever rode, and I think I may safely say (from the tests I have given it), enjoying, as I do, the reputation of being one of the hardest road riders in the State, that for a reliable roadster, it has no equal.

CHARLES A. BIEDERMAN,

*President Pasadena Cycling Club.*

Winner of Lakin's Long Distance Cyclometer Contest for 1887, and holder of Pacific Coast record for one mile.

## WILLIAM READ &amp; SONS, BOSTON.

## TESTIMONIALS.—Continued.

ST. LOUIS, Dec. 31, 1877.

WM. READ &amp; SONS, Boston:

GENTLEMEN,—Though perhaps I am rather late in the day, I write to congratulate you on the NEW MAIL. Having owned and ridden a number of different makes of Bicycles, I am thoroughly convinced that in my NEW MAIL I have the *easiest running* and *least expensive* wheel made. The strength of the *ball head* and ease of steering deserves especial mention, for since I received the NEW MAIL wheel (May 3d, 1887), I have ridden 2730 miles, and the majority of this over rough country roads; during this time, the head needed adjustment not more than five times, while with other wheels this would have to be done at least twice a week.

Respectfully yours,

ALEX. M. LEWIS,

*Lieut. Missouri Bicycle Club.**[From a Bicycle Dealer.]*

JUNE 25th.

GENTS.—I would like the agency for your NEW MAIL. I purchased one for my own riding, and I find that it is the Highest Grade Bicycle on the market. I have been in the Bicycle business a long time, and am agent for several of the leading wheels, but I think your machine superior to all others, and I put it *at the head*. Let me know if I can have the agency for it.

Yours truly,

*[From a large Dealer in Bicycles at the West.]*

WM. READ &amp; SONS, 107 Washington St., Boston, Mass.

There is not much doubt but that I'll sell a good number of your wheels this season. I am riding the "55" myself, and I must say that it is *away up*. The "51" I sold to an old rider of four years' experience. He came into my store last Saturday and had his choice out of four of the best wheels in the market, the NEW MAIL included (all of which I had samples), and, just as I expected, he selected the NEW MAIL for his mount.

Yours respectfully,

BOSTON, June 1, 1887.

Messrs. WM. READ &amp; SONS, Boston.

DEAR SIR,—In 1876, while at the Centennial Exposition, I saw the first English Bicycles. I was so much pleased with their

appearance that the spring following I bought one of the best. Since then I have ridden many thousand miles on different machines. I considered my last mount as good a wheel as could be bought, and was perfectly satisfied with it. But this spring I was induced to buy one of your NEW MAILS, and I have ridden it far enough now to know that after all these years of experience, I never knew what it was to be on a perfect machine before. The combinations are perfect, and I consider the Trigwell Ball Bearing Head one of the greatest improvements ever attached to a bicycle. The hills I used to walk are mounted with ease, and the machine is run as straight as a die, with scarcely any effort. I am more than pleased—I am *delighted* with it.

This testimonial is entirely unasked, and I only write to encourage you in your good work, and to advise any one in want of a first-class mount to take the NEW MAIL without question.

Respectfully,

J. L. BLACKMER, *League 14760.*

ST. LOUIS, Dec. 31, 1887.

Messrs. WM. READ &amp; SONS, Boston, Mass.

GENTLEMEN,—It is with pleasure I write you regarding the NEW MAIL that I have ridden this year. It has proved satisfactory in every way. Is staunch, rigid, easy to ride, and light running—"a thing of beauty and joy forever." Can hardly see how it is possible to make the '88 wheel an improvement.

With compliments of the season, believe me,

Yours truly,

EDWARD SELLS.

ST. LOUIS, Jan. 5, 1888.

Messrs. WM. READ &amp; SONS, Boston, Mass.

DEAR SIR,—Having ridden the NEW MAIL the past season with such perfect comfort and little expense for repairs, I feel that I owe you my personal thanks. The Ball Head, in particular, deserves especial mention, and is, I think, the *chief recommendation* for any first-class wheel. After having been ridden for eight months, my wheel is in perfect condition, while my expenses of repairing have only been \$1.00, all told. Again thanking you,

Yours, very truly,

JONES S. IRVINS, *Mo. Bi. Club.*

## TESTIMONIALS.—Continued.

ST. LOUIS, Jan. 4, 1888.

Messrs. WM. READ &amp; SONS, Boston.

GENTS.—I have been riding the NEW MAIL the past season, and think it, by far, the best wheel I have ever ridden. My repairs have cost me nothing, and the wheel to-day is as good as when it came out of the shop.

Yours truly,

J. S. FUQUA.

WHEELING, W. VA., Jan. 13, 1888.

Messrs. WM. READ &amp; SONS:

GENTS.—I have been a constant rider of the bicycle for eight years in a portion of country where hill climbing and coasting can be indulged in to the heart's content, and during this time have ridden many of the leading wheels in the market, but never have I ridden one so nearly perfect as your NEW MAIL. It is so responsive to every motion, so little give to the perch in drawing the little wheel over ruts, and, greatest of all, the Ball Bearing Head. The Ball Head is a *great success* notwithstanding the croaking of the many who have never tried it. It is as much of an improvement over the usual form of head in use as the light roadsters of to-day are over the best bikes of 1883.

Wishing you a great trade for '88, I am truly yours,

T. A. HOGE.

PROVIDENCE, Dec. 3, 1887.

WM. READ &amp; SONS:

DEAR SIR,—The Ball Head on the NEW MAIL has only to be tried to be appreciated by wheelmen; with it you have a rigid head, yet easy and perfect steering.

Wheelmen who say the old Cone or hemispherical bearings are good enough for them, have but to try a wheel with your Ball Head to alter that opinion. Have ridden over two thousand miles the past season on my NEW MAIL. Respectfully yours,

JAMES L. SPEIRS,

*Lieut. Rhode Island Wheelmen, Providence, R. I.*

ALBANY, June 22, 1887.

Messrs. WM. READ &amp; SONS:

GENTLEMEN,—I have been waiting to give the NEW MAIL I bought of you a thorough trial before writing. I am more than pleased with it. Last week I rode it from Albany to Poughkeepsie

over roads which had just been washed, necessitating much riding through deep gravel and over stones. At the end of the run I was almost afraid to look at it for fear of finding loose spokes or started joints, but my fears were groundless. Everything was as snug as when I started. I never had a wheel before that would not have been loose in every joint at the end of such a ride. It climbs hills a third easier than my old machine.

The Ball Head is perfect, and with all the knocking around it has had shows not the slightest shake, yet turns perfectly free. It is safe to predict that next year every first-class wheel will have a Ball Head.

Yours respectfully,

CHARLES L. PALMER.

January 15, 1887.

MR. CHARLES SCHWALBACH, Agent:

DEAR SIR,—I shall ride a NEW MAIL this coming season, and to all who are in doubt as to what wheel to purchase, I would recommend the NEW MAIL.

HARRY H. FARR,

*1st Lieut. Ilderan Bicycle Club, Brooklyn, N. Y.*

MR. CHAS. SCHWALBACH, Agent:

DEAR SIR,—The Ball Bearing Head is a *great success*, and I would not ride a wheel without this improvement. It is the easiest running and most rigid wheel I ever rode, and can recommend to all who desire a first-class mount for the coming season. During my recent trip to Bermuda it was ridden over 200 miles there, and was universally admired by all. Yours truly,

G. L. COURTENAY.

BROOKLYN, Jan. 26, 1887.

MR. SHIPTON, Secretary to the C. T. C., says:—My views as to the merits of your new Ball Bearing Head are pretty fully expressed in the *C. T. C. Gazette* for October last, to which you are at full liberty to make reference. The eulogium then bestowed I cannot but affirm by the light of more recent experience. To put it briefly, I consider the Ball Bearing Head to be the most valid of all the modern-day improvements, and I would not be without it for twice its cost. The balls are held in place by a collar, and it is practically impossible to disarrange them.

WILLIAM READ &amp; SONS, BOSTON.

## TESTIMONIALS.—Continued.

MR. HAWLEY, Hon. Sec. of the L. B. C., says:—My Bicycle was ridden about 4,000 miles last year, during which time the Ball Head was only adjusted three or four times. I certainly think this is a distinct advance in 'cycle manufacture.

MR. HY. HERBERT, Clarence B. C., says:—I cannot speak too highly of the Patent Ball Bearing Head, which is really everything that can be desired for rigidity and ease of steering.

MR. HARRY JONES, of the Haverstock B. C., says:—My record last year amounted to 8,241½ miles. I have ridden over some of the roughest roads through nearly every county in England and Wales, and can say that some of the grass roads traversed in Lincolnshire, etc., would have been quite unridable with the ordinary head, but in this and where any delicate steering is required, I have found the Ball Bearing Head invaluable, and also a great assistance in hill climbing. I have ridden it over 1,000 miles without oiling, and only adjusted it three times during the year, and the wear is imperceptible.

BOSTON, Feb. 1, 1887.

Messrs. WM. READ &amp; SONS, Boston, Mass.

DEAR SIRs,—A few words in regard to the "Trigwell Ball Bearing Head." I have used the Trigwell Head during the past season and have covered about 2000 miles of road riding, thereby giving it a thorough trial, and I am free to say it has given perfect satisfaction. Its point of superiority over other heads is that it can be set down perfectly tight and yet will move freely and never work loose. I have never had any trouble with the balls breaking, and a single drop of oil once in a while keeps them in excellent condition. In every way it has proved a great success, and I would recommend every rider to give it a trial.

Yours, very truly, C. L. SMITH.

Late Captain Cambridge Bicycle Club.

TOLEDO, OHIO, Jan. 22, 1887.

GENTLEMEN,—One of the wheel's chief beauties lies in the Ball Bearing Head, which needs no tightening, and renders the steering easy and quick. Hereafter, no wheel will be perfect for

me unless it has a ball-bearing head. Thanking you for many courtesies extended, I remain, Yours truly,

J. M. TRYON, Sec'y-Treas. Toledo 'Cycling Club.  
Rep. 1st. District, Ohio Div., L. A. W.

BROOKLYN, N. Y., Jan. 19, 1887.

The "Ball Head," as used in the MAIL, cannot be equalled by any appliance for ease and nicety of adjustment, and perfect bearing, and in riding and coasting without hands, I find a great aid. The NEW MAIL will carry me through the coming season, and equally favorable results are expected.

Yours truly, R. W. STEVENS,  
Kings County Wheelmen.

[From the well-known Captain of the Kings County Wheelmen, a long distance rider.

BROOKLYN, Jan. 23, 1887.

GENTLEMEN,—Its improved Ball Bearing Head is indeed a success, and adds very materially to its value as a wheel for use in drills, etc. A machine possessed of these qualities, to say nothing of its graceful appearance, is certain to become popular with the wheeling fraternity.

Very truly yours,  
EDW. PETTUS, Capt. C. K. W.

MR. CHAS. SCHWALBACH, Agent.

DEAR SIR,—Out of nearly five months this season I have missed only five days' riding, and that on country roads of all grades, and have therefore thoroughly tested the Ball Head, which feature alone is incomparable and an important attraction to me, to say nothing of the material, grace or construction, its lightness, and the narrow tread, which is a very important aid in hill climbing. I have covered nearly 2,300 miles this season, and have not spent one cent for repairs.

Yours respectfully, A. E. ANDERSON.  
K. C. Wheelman.

WILKES-BARRE, Jan. 18, 1887.

MR. L. L. EVANS, Agent.

DEAR SIR,—The machine I bought of you, with the Ball Bearing head, gave satisfaction in every particular. As I have owned and ridden several different makes of machines with the cone

## TESTIMONIALS.—Continued.

head, I have no hesitation in pronouncing the "Ball Head" far superior in every respect, and consider it one of the great revolutions in the Bicycle.

G. W. LAYCOCK.

ST. LOUIS, Jan. 13, 1888.

Messrs. WM. READ &amp; SONS:

GENTS,—In reply to your request as to how I like the NEW MAIL, I will say that I like it very much, have given it many a hard ride over miserable roads, and have yet to spend the first dollar for repairs.

Yours,

W. M. LOUDERMAN.

LAPORTE, IND., Dec. 14, 1887.

Having ridden a number of different makes of Bicycles I find none that have the easy running and staunch qualities of the NEW MAIL and the unequalled Trigwell Ball Bearing Head. I would not ride a Bicycle without it as it is the most rigid as well as the easiest steering Head made and no Bicycle is complete without it, and as to beauty and finish the NEW MAIL stands, "the Perfection."

J. E. LONN.

LAPORTE, IND., Dec. 14, 1887.

My 54-inch NEW MAIL is the easiest running, as well as the easiest steering Bicycle I ever rode. I would advise any one to get a Trigwell Ball Bearing Head on their Bicycle and they would not exchange it for another make at any price. The NEW MAIL is the Bicycle of to-day.

WILLIAM LONN.

NEW ORLEANS, Nov. 19, 1887.

Messrs. WM. READ &amp; SONS, Boston, Mass.:

DEAR SIRs,—When the "NEW MAIL" first came out here, I purchased one, and, at the request of your agent, Mr. J. M. Gore, who asked me to let him have my opinion of it, I would say that I am very well pleased with it. I find it an easy running, strong wheel.

Yours truly,

G. W. ANDERSON.

May 19, 1887.

DEAR SIRs,—It affords me great pleasure in saying that among the many wheels I have ridden, none have equalled the "NEW

MAIL." Its hill climbing ability surprises me. I would ride no other machine if I could have a "NEW MAIL."

FRANK A. BUCKLYN.

Brown University, Prov., R. I.

MILLVILLE, N. J., Sept. 23, 1887.

Messrs. WM. READ &amp; SONS, Boston, Mass.:

DEAR SIRs,—The NEW MAIL is a daisy, runs elegantly and the steering is the height of perfection. No plain Cone Head machine will compare with it in steering. The NEW MAIL is my sixth machine in eight and a half years of wheeling, so I speak from experience.

Very truly yours,  
THOMAS B. SOMERS.

AUBURN, N. Y., Sept. 28, 1887.

Messrs. WM. READ &amp; SONS:

GENTS,—I have always been prejudiced against American Machines in favor of English make. But through the guarantees of your agents, was induced to try a NEW MAIL LIGHT ROADSTER, and the season's experience in all round riding satisfies me, and I must admit it in justice to yourselves, that the NEW MAIL LIGHT ROADSTER is the machine in preference to all others.

The Ball Head speaks for itself. One has but to use it to satisfy them. Have run the entire season without an adjustment and only once oiling it.

Very truly yours,  
ALBERT H. HAMILTON.

HUNTINGDON, IND., Sept. 9, 1887.

GENTS,—The NEW MAIL is a strong wheel, and very easy running. The Ball Head is the best I have seen, and works perfectly. No binding nor grinding in this. Wishing you best success,

Yours truly,

N. SESSIONS.

NEW ORLEANS, Nov. 29, 1887.

MR. J. M. GORE, Agent for New Mail, New Orleans, La.:

DEAR SIR,—I have been riding the NEW MAIL for about two months, and find it the finest mount I have ever been astride. As I am a very slight build, I give all credit to the wheel I ride and

## WILLIAM READ &amp; SONS, BOSTON.

## TESTIMONIALS.—Continued.

not to my physical power. Trusting that your wheel will prove as satisfactory to all riders as it has to me, I remain,

Yours very respectfully, E. A. JONAS.

MERIDEN, CONN., May 26, 1887.

Messrs. WM. READ & SONS:

GENTLEMEN,—My 53-inch NEW MAIL is very satisfactory. During the past four weeks I have ridden it without adjusting the head, and it is all right to-day. The wheel is a splendid hill climber and an excellent coaster, and for all around use is, in my opinion, the best made. I could say more, but this will give you my ideas on the subject, and you can quote me if it will help you.

Yours truly, WILBUR H. SQUIRE,  
Meriden Wheel Club.

NEW YORK, Sept. 23, 1887.

GENTS,—I have been riding for eight years, and the NEW MAIL is the third wheel I have owned. I consider it the best wheel I have ever been on.

Yours truly,  
N. D. LANCASTER.

WINDSOR, NOVA SCOTIA.

WM. READ & SONS:

GENTS,—I am perfectly delighted with the NEW MAIL. It is the easiest running wheel I have ever used, and it has already secured a host of friends. I remain,

Yours truly,  
A. P. SHAND.

PHILADELPHIA, Oct. 4, 1887.

Messrs. E. K. TRYON, JR. & Co., Philadelphia:

GENTLEMEN,—Having ridden the NEW MAIL upwards of 600 miles, I find it to answer every purpose over rough and smooth roads. As a piece of workmanship it is excellent.

Very truly yours, J. A. BRADLEY,  
Penn. Bicycle Club, Philadelphia.

WEEDSPORT, N. Y., July 13, 1887.

Messrs. WM. READ & SONS, Boston, Mass.:

GENTLEMEN,—The 54-inch NEW MAIL Bicycle which I purchased of you some two months since, has given the most perfect satisfaction. During my five years experience as a wheelman, I

have owned four different makes of Bicycles and have ridden others, but I consider the NEW MAIL the staunchest and easiest running of any wheel I have ever ridden. I consider the Ball Bearing Head a great improvement, and, since I have tried it, and know what it is, I would *never own a wheel that did not have this kind of a head*. I have now given my wheel two months pretty hard ridding over the rough roads in this section, but *have not as yet had to adjust the Head Bearing*, in fact I have not had to adjust any Bearing on the wheel, each one being in the same position as when shipped from the factory. If I was going to have a wheel built to my own specifications I don't know where I could improve on the '87 NEW MAIL. It is certainly the prettiest looking wheel on the market.

Very truly yours,  
H. D. BROWN.

BOSTON, Jan. 20 1888.

Messrs. WM. READ & SONS:

GENTS,—In reply to your inquiries as to working of my 61-inch NEW MAIL, I would say that I have but unqualified praise to bestow upon it. A Bicycle to stand the extra test of being put over all kinds of roads where pleasure and business demands one should go, must be a good one, light, durable and to be depended upon to bring the rider back with as little worry and fatigue as possible. I can say that the NEW MAIL has stood very rough usage at my hands and is apparently in just as good condition as ever.

Yours in haste,  
Association Gymnasium. L. F. SMALL.

SMITHPORT, PA., Jan. 17, 1888.

Messrs. WM. READ & SONS, Boston, Mass.:

GENTLEMEN,—The NEW MAIL is, I think, second to no wheel made. It is handsome in appearance and runs finely, and I honestly recommend it as the finest and best. I have ridden some of the best makes of wheels, and never found such an easy running machine as the NEW MAIL. The Ball Head works to perfection, while most all others have none.

Some people think a "good" wheel costs too much; well, I have had all I ever want of cheap wheels, and a person who buys a cheap one will soon see same as I did when first I thought of trying bicycling. Send me an 1888 catalogue when out.

Respectfully,  
C. R. SPRAGUE.

## TESTIMONIALS.—Continued.

310 SO. FIFTH ST., BROOKLYN, N. Y., Oct. 31, 1887.

WM. READ & SONS, 107 Washington St., Boston, Mass.:

GENTS,—Please send me picture of NEW MAIL, as I am a rider and much pleased with your machine. It makes a perfect coaster and roadster.

M. G. DENIPE.

SPRINGFIELD, ILL., Feb. 5, 1888.

WM. READ & SONS:

DEAR SIR,—Please send me your catalogue of NEW MAILs for 1888. I bought a NEW MAIL just before the close of last season, and am very well pleased with it. The ball-head is the only thing.

Yours,  
JOHN P. FOGARTY.

ORCHARD LAKE, MICH., Jan. 21, 1888.

WM. READ & SONS:

DEAR SIR,—I have ridden all makes of bicycles, but for completeness, easiness of running, and durability, I find that the NEW MAIL is at the head.

Very respectfully,  
JNO. S. ARNOLD.

COLORADO SPRINGS, Jan. 31, 1888.

WM. READ & SONS:

DEAR SIR,—The 56-inch came safely to hand on Saturday, the 28th inst., and is in the highest degree satisfactory. You have my thanks for turning out such an elegant machine and filling the order so satisfactorily. The gentleman for whom I ordered the wheel made a trial run on it Sunday, and expresses himself in terms of the highest praise for its smooth, easy running qualities. He says: "She goes through sand easier than any wheel I ever rode."

The 52-inch also continues to give the highest satisfaction to its rider.

I think the new tapered-pin pedal hard to beat. It is the neatest thing out.

Yours truly,  
C. R. ARNOLD.

TRINIDAD, COL., Feb. 2, 1888.

Messrs. WILLIAM READ & SONS:

GENTLEMEN,—When I traded by C — for the NEW MAIL, I did so because I thought the construction the most perfect theoretically. I am very much pleased to find, after four months use on our rough roads, that the workmanship is equal to the design. I have not touched the head or front wheel bearings; the hind wheel has been tightened once. The long cranks, larger hind wheel, and greater rake, are all improvements. I have not had a single fall, though I used to tip over rather easily on the —.

I don't understand the objection to the Ball Head. Even if it only lasted for one year and then had to be renewed, it would pay to have it in the greater comfort of handling.

I wish you all luck with the NEW MAIL, and will do all I can to sell more of them.

Yours respectfully,  
W. DEARDEN.

VAN ETTENVILLE, N. Y.

WM. READ & SONS, Boston, Mass.:

GENTS,—Am greatly pleased with the NEW MAIL, and consider it one of the finest mounts which I ever saw.

Very respectfully yours,  
HARRY BANFIELD.

WILLIAM READ &amp; SONS, BOSTON.

**BOYS' BICYCLES.**

WE HAVE TAKEN THE

**AGENCY FOR NEW ENGLAND,**

—FOR THE—

**AMERICAN****IDEAL****BICYCLES AND TRICYCLES.**

We recommend the IDEAL as the Best Boys' Wheel, and this year it has Several Improvements and a new and very handsome finish, together with Spade Handles and Cobblestone Saddle.

**DESCRIPTION.**

Closed head with dust shield—long neck—detachable handle bars—butt ended spokes—adjustable step—parts interchangeable—axles, fine forged steel, very strong—tapered backbone—step rubber covered to prevent slipping—Cobblestone saddle—spade handles—handle bars and break lever are Cowhorn—pedals of best rubber—bright parts nickel-plated, and each supplied with tool bag and wrench.

**AMERICAN IDEAL,****WITH SPADE HANDLES.****WITH SPADE HANDLES.****A Finely Made and Finished Wheel.**

Diameter of Front Wheel.	Length of Leg, Inside Measure, to Sole of Foot.	PRICE.
<b>30 Inches,</b>	<b>22 Inches,</b>	<b>\$25 00</b>
<b>34 Inches,</b>	<b>24 Inches,</b>	<b>30 00</b>
<b>38 Inches,</b>	<b>27 Inches,</b>	<b>35 00</b>
<b>42 Inches,</b>	<b>29 Inches,</b>	<b>40 00</b>
<b>44 Inches,</b>	<b>30 Inches,</b>	<b>45 00</b>
<b>46 Inches,</b>	<b>31 Inches,</b>	<b>50 00</b>
<b>48 Inches,</b>	<b>32 Inches,</b>	<b>55 00</b>
<b>50 Inches,</b>	<b>33 Inches,</b>	<b>60 00</b>

**IDEAL TRICYCLE,  
FOR BOYS OR GIRLS.**

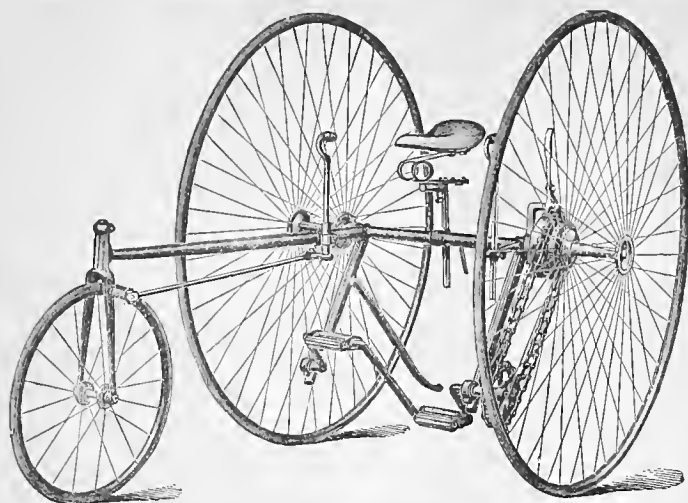
A Finely Made Machine, and it has met a LARGE DEMAND for Girls' use. Not a Toy, but of the quality of high grade wheels.

**PRICE, - - - - 40.00.**

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

**New Mail Enamel, 50c., with brush.**

WILLIAM READ &amp; SONS, BOSTON.

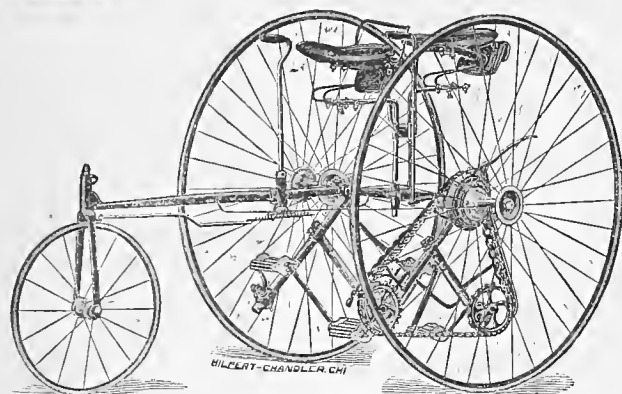
**IDEAL TRICYCLE.**

(FOR BOY OR GIRL.)

Diameter Drivers.	Price Standard Finish.	Price Full Nickeled.	Weight.	Weight of Crate.
30 inches.	\$40 00	\$55 00	47 lbs.	24 lbs.
34 "	45 00	60 00	51 "	25 "

Ball Bearings to Driving Wheels.....	Extra, \$ 14 00
" " " Steering Wheel.....	4 00
" " " Cranks.....	10 00

This really beautiful little machine has received every care and is listed now for its third season with a well-earned reputation of being just what we claimed for it when we introduced it to the cycling public two years ago, and of a quality both in material and manufacture that will compare very favorably with larger and costlier machines

**THE AMERICAN IDEAL TANDEM.**

(TWO TRACK.)

Price, Standard Finish, with—	Price, Full Nickeled, with—
30 inch Drivers.....\$65 00	30 inch Drivers.....\$85 00
34 " ".....70 00	34 " ".....90 00

If desired with ball bearings to Drivers, extra.....	\$ 14 00
If " " " " " Steering Wheel, extra.....	4 00
If " " " " " Cranks, extra.....	10 00

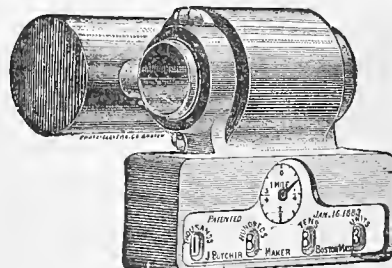
**SUNDRIES.****NEW MAIL BALL PEDALS.**

Perfection in Pedals. Fit any Wheel. Offered as the Finest Made and Truest Running Pedal in the Market. These should be seen to be appreciated. We are in constant receipt of testimonials in their praise. Made with the greatest nicety throughout. Don't buy without examining this make surely.

Price, \$10.00 Per Pair.

**HARWOOD'S****Detachable Safety Step.****HARWOOD'S SAFETY BICYCLE STEP**

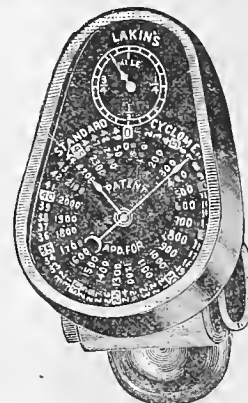
Fits any Machine. No screw holes on Backbone. By this Improved Step, a firm and positive foothold is secured when mounting or dismounting, and danger of cutting the leg is obviated by the projecting Safety Flange. The edges of the teeth are so beveled that they will not catch or tear the clothing, in case of a misstep or fall. The steps are easily applied, are light and strong, and are an ornament to the Bicycle. Price, \$1.00

**The BUTCHER CYCLOMETER**

Can be read from the saddle. It registers to 10,000 miles and then returns to zero. It weighs less than twenty ounces. The weight which holds the dial always upward can be easily removed and a lamp substituted in its stead. In ordering, mention size and make of wheel.

PRICE, \$5.00.

PRICE, \$10.00.

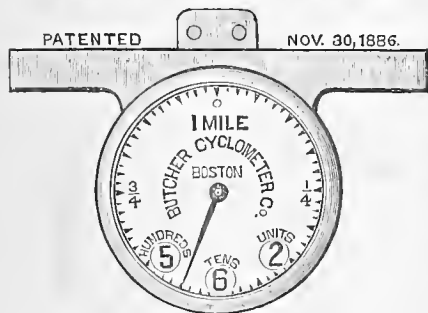
**LAKIN****CLYCLOMETER.**

The Mile Dial is divided into Quarters, Eights, Sixteenths and Thirty-Seconds. At every revolution of the hand on the mile dial, the long hand on the large dial will move forward one figure and thus record each mile.

While it requires 50 turns of the mile hand to make one complete revolution of the long hand, it also requires 50 revolutions of the long hand to make one revolution of the short or fifty mile hand, and they all return to zero together.

Price, \$10.00.

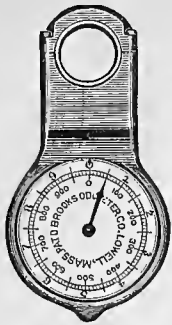
New Mail Enamel, 50c., with brush.

**THE BUTCHER CYCLOMETER.**

The action of the new Spoke Cyclometer is produced by a sliding rod enclosed in the crossbar at the top. This rod, working, as it does, directly opposite to the centrifugal force of the wheel gains what has been so long sought, a reliable motion without an arm striking the fork. The sliding rod strikes at either end against a buffer, and its motion is so great in length that all possibility of jar affecting it is done away with.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

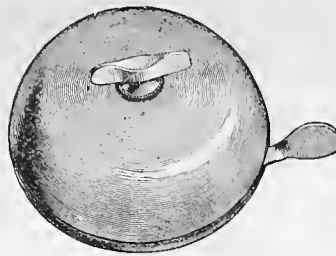
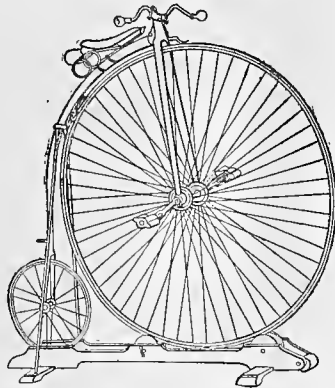
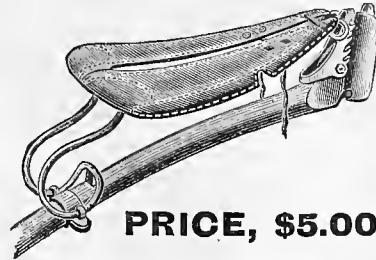
WILLIAM READ &amp; SONS, BOSTON.

**Brooks' Ideal Cyclometer. Price \$5.00.**

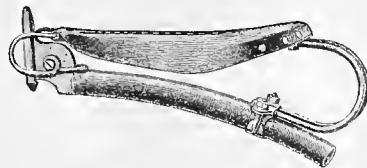
This instrument is designed to meet the demand for a strictly first-class Cyclometer at a moderate cost, and is offered with confidence that it will supply a long felt want. Being entirely without weights or springs, and its few parts being always in gear, it is the least likely to get out of order. Its weight is 11 ounces, about one-half that of other direct acting Cyclometers. The collar enclosing the hub of the bicycle has a rubber packing, rendering its attachment to hubs of different sizes very easy.

**EUREKA HOME TRAINER AND BICYCLE STAND.**

Price \$7.50.

**Lillibridge Adjustable Saddle.**

PRICE, \$5.00.



NEW PATTERN

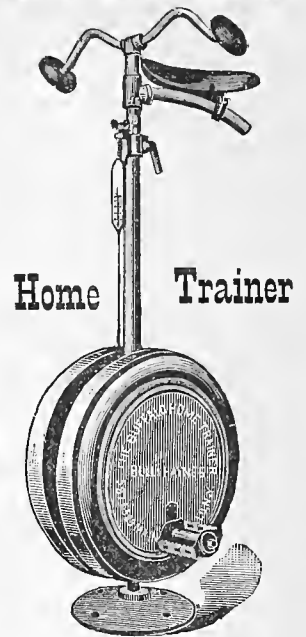
**Kirkpatrick Saddle.**

Price, \$6.00.

**'Perfection' BUFFALO BELL.**

Very Popular.

PRICE, \$2.50

**Home Trainer**

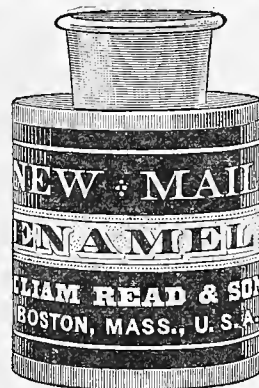
Price \$30.00.

**NEW MAIL ENAMEL**

Every Wheelman should have a Bottle of Enamel for touching up or refinishing his wheel when marred. Dries instantly. Scratches entirely obliterated. Cannot be sent by mail.

Price, with Brush, 50 Cts Per Bottle

# NEW MAIL ENAMEL.



We think it has been conceded that the ENAMEL on New Mail Machines is the **FINEST IN THE MARKET.**

## A BRILLIANT JET BLACK ENAMEL.

For the first time we offer this in the market, this year, in bottles for wheelmen's use, for refinishing wheels when scratched and marred. Dries instantly.

PRICE, WITH BRUSH, 50 Cts. PER BOTTLE.

☞ By a decision of P. O., Enamel *cannot* be sent by mail.

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps. ☞

New Mail Enamel, 50c., with brush.

WILLIAM READ &amp; SONS, BOSTON.

**SECOND-HAND WHEELS.**

We usually have in stock an assortment of good Second-Hand Bicycles and Tricycles, taken in exchange for other sizes, but serviceable as ever. Such we run off at very low prices, and will gladly describe what we may have on hand at the time, if you will let us know size desired. Below is a list of some now in stock, which we can forward, unless sold before receipt of order:

No.	Size.	NAME OF WHEEL.	FINISH.	BEARINGS.	PEDALS.	CONDITION.	PRICE.
1	48	Expert.	Nickeled.	Ball.	Ball.	Fine.	50.00
2	48	Standard.	Enameled.	"	Cone.	"	30.00
3	50	Royal Mail.	"	"	Ball.	"	65.00
4	50	" " Ball-Head.	"	"	"	"	75.00
5	50	Standard.	Nickeled.	"	"	"	40.00
6	50	Premier.	Enameled.	"	"	"	35.00
7	51	Royal Mail, Ball-Head.	"	"	"	"	65.00
8	52	Champion.	"	"	"	"	50.00
9	52	"	Nickeled.	"	"	"	60.00
10	52	"	Half Nickeled.	"	"	"	55.00
11	52	"	Nickeled.	"	"	"	60.00
12	52	Expert.	"	"	"	"	65.00
13	54	"	"	"	"	"	65.00
14	54	"	Enameled.	"	"	"	75.00
15	54	Rudge.	Half Nickeled.	"	"	"	75.00
16	54	Royal Mail, Ball-Head.	Nickeled.	"	"	"	65.00
17	54	" " "	Enameled.	"	"	"	65.00
18	56	Expert.	Half Nickeled.	"	"	"	60.00
19	56	Royal Mail, Ball-Head.	Enameled.	"	"	"	65.00
20	56	Victor.	"	"	"	"	50.00
21	56	"	"	"	"	"	60.00
22	56	Club.	"	"	"	"	50.00
23	58	Rudge.	"	"	"	"	75.00
24	56	New Mail, Ball-Head.	"	"	"	"	85.00
25	55	" " "	"	"	"	"	85.00
26	54	" " "	"	"	"	"	85.00
27	53	" " "	"	"	"	"	85.00
28	52	" " "	"	"	"	"	85.00
29	50	Royal Mail.	"	"	"	{ New, Never used.	{ 75.00 Cost 135.00
30	54	Royal Mail Racer.	"	"	"	"	{ 50.00 Cost 140.00
31	56	New Rapid.	"	"	"	"	85.00
32	50	Royal Mail, Ball-Head.	"	"	"	"	85.00

☞ Above Mails are great bargains. They all have the Tangent Tied Spokes, and the wheels are as serviceable as new for use — in fact, many scarcely show any riding. Exchanged for different sizes. They will soon be taken up.

**SOME OF THE PRINCIPAL AGENCIES FOR THE NEW MAIL.**

ST. LOUIS, MO.	E. C. MEACHAM ARMS Co.
CHICAGO, ILLS.	HIBBARD, SPENCER, BARTLETT & Co.
PHILADELPHIA, PA.	E. K. TRYON, JR., & Co.
BROOKLYN, N. Y.	CHARLES SCHWALBACH.
NEW YORK CITY.	PECK & SNYDER.
WASHINGTON, D. C.	H. W. HIGHAM.
SAN FRANCISCO, CAL.	DEVANY, HOPKINS & Co.
PROVIDENCE, R. I.	WHITTEN & Co.
WORCESTER, MASS.	F. W. BARRETT.
SALEM, MASS.	D. EDGAR HUNTER.
DETROIT, MICH.	J. B. FIELD & Co.
INDIANAPOLIS, IND.	H. T. HEARSEY.
BUFFALO, N. Y.	S. G. LE VALLEY.
PORTLAND, ME.	G. L. BAILEY.
CLEVELAND, O.	BRUSH, MOORE & Co.
PITTSBURGH, PA.	J. B. KAERCHER.

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."  
 THE "ROVER" has set the fashion to the world.—The Cyclist.  
 THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.  
 THE "ROVER" The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.  
 THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.  
 THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.  
 THE "ROVER" On this machine some startling speed rates may be look for.—Bazaar.  
 THE "ROVER" Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.  
 THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.  
 THE "ROVER" has been attended by an enormous amount of success.—Athletic News.  
 THE "ROVER" For night riding its equal would be hard to find.—Bicycling News.  
 THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.  
 THE "ROVER" We have the highest opinion of this machine.—Irish Cyclist.  
 THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.  
 THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.  
 THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.  
 THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.  
 THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.  
 THE "ROVER" is the best hill climber on the road.—The Presbyterian.  
 THE "ROVER" is built on the soundest of principles.—Weekly Budget.  
 THE "ROVER" is speedy, comfortable and safe.—Colonies and India.  
 THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.  
 THE "ROVER" continues to merit my warmest confidence.—Health.

THE "ROVER" is a wonderful machine.—Hardware Trade Journal.  
 THE "ROVER" on which record was so badly beaten.—The Cyclist.  
 THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette.  
 THE "ROVER" attracts a great amount of attention.—Bell's Life.  
 THE "ROVER" was, of course, well to the fore.—Land & Water.  
 THE "ROVER" is a very excellent machine.—Colonies and India.  
 THE "ROVER" runs with remarkable steadiness.—The Bazaar.  
 THE "ROVER." We always use a "Rover."—Tricycling Journal.  
 THE "ROVER." The 100 mile race was marvellous.—Citizen.  
 THE "ROVER" is the fastest and safest machine.—Knowledge.  
 THE "ROVER." This machine is *par excellence*.—Knowledge.  
 THE "ROVER" presents many features of interest.—Health.  
 THE "ROVER" is a splendid hill climber.—Bicycling News.  
 THE "ROVER" is a sterling machine.—English Mechanic.  
 THE "ROVER" is exceedingly well received.—Ironmonger.  
 THE "ROVER" proved to be as fast as predicted.—Field.  
 THE "ROVER" is learned in ten minutes.—Irish Cyclist.  
 THE "ROVER" now so well known.—Bicycling News.  
 THE "ROVER" does not slip sideways.—The Cyclist.  
 THE "ROVER" is a perfect beauty.—Cycling Times.  
 THE "ROVER." The success of the year.—Bazaar.  
 THE "ROVER." A most luxurious vehicle.—Youth.  
 THE "ROVER" is a perfect demon.—Wheeling.

## STARLEY & SUTTON, "Meteor" Works, West Orchard, COVENTRY.

### Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

### Bicycles on Easy Payments.

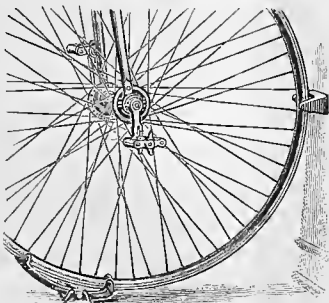
New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

### THE BUFFALO BICYCLE STAND

—FOR—

CLUB HOUSES & DEALERS' WAREROOMS.



Price, 50 cents.

Buffalo Home Trainer, Price \$30.

E. N. BOWEN,

385 Main St., Buffalo, N. Y.

Mfr. of Accessories. Repairing a Specialty.

BETTER THAN EVER.

### PUNNETT'S JERSEY CLOTH GARMENTS.

Knee Breeches only \$4 a Pair.

### Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,  
ROCHESTER, N. Y.

### The Brooks Ideal Cyclometer.

SIMPLEST, MOST RELIABLE and BEST.

Fully Warranted, only \$5.00.

SEND FOR CIRCULAR TO

Brook's Odometer Co., Lowell, Mass.

BICYCLE CLUBS,

FAIR MANAGERS,

AND OTHERS.

—o—

### THE WORLD'S TEAM

—OF—

CHAMPION WHEELMEN,  
EVERY MAN A STAR,

IS NOW OPEN FOR ENGAGEMENT to appear on racing tracks the coming fall. The best men of the Old and New World positively belong to this aggregation of CYCLING STARS, now is the time to arrange for the visit of the CYCLING CHAMPIONS of the World to appear on your tracks.

For further particulars address,

HENRY E. DUCKER,

848 Niagara St., Buffalo, N. Y.



OUR ATTENTION IS CALLED TO THE COLUMBIA ELLIPTICAL, COLD-DRAWN, SEAMLESS-STEEL, TUBULAR REAR FORKS  
USED ON THE EXPERT AND LIGHT ROADSTER.



CATALOGUE FREE.

POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.

# FORKS ON COLUMBIAS

GREATEST POSSIBLE RIGIDITY FOR GIVEN  
WEIGHT OF METAL.

IN ONLY THREE PIECES.

A RECORD OF NEVER BREAKING OR  
TWISTING.

## The Rudge Agency

Is continued at its old headquarters,

**152 to 158 CONGRESS STREET, - - - BOSTON,**

Under the management of

## H. M. SABEN.

The factory is now ready with new machines, and specialties for 1888 will be ready next month.

The 1888 Catalogue is now ready, and will be sent on application.  
Good Agents Wanted in unoccupied territory.

# 

\$1.00 a Year.  
5 cents a copy.

BOSTON, 9 MARCH, 1888.

Volume XVI.  
Number 19.

1 

OVERMAN WHEEL CO., Boston.

*Gentlemen:* We, the undersigned, can vouch from experience as to the strength and superior running qualities of the "Victor" bicycles. Out of 23 members, we have 22 "Victor" riders. We find it the only wheel that will stand the rough roads and enable us to climb the hills in our rough and hilly country.

Yours, etc.,

KENTON WHEEL CLUB.

Covington, Kentucky.

*Above appeared in "The Wheel," Feb. 17,*

OVERMAN WHEEL COMPANY, Boston, Mass.

COVINGTON, Ky., Feb. 28th, 1888.

*Gentlemen:* Please find enclosed a letter from —, of —, Ills., together with a press copy of our reply. We have related to them a few facts about the "Victor" Bicycle, and doubt whether or not their opinion will be changed, as some people are so "hard-headed" or stupid that they fail to recognize a good Bike when they see it. A few days since a party of wheelmen were gathered together discussing the various 1888 pattern Bicycles, when one of the party remarked: "— has bought a — wheel," and this remark was followed with something like this from a "Victor" rider, of course: "Poor chump! I tell you boys, I really feel sorry for the fellow who is foolish enough to buy any other Bike than the 'Victor.'"

Your machines are steadily gaining favor both here and across the river in Cincinnati.

We are, yours truly,

KENTON WHEEL CLUB,  
Edward C. Toie, Secretary.

2 

3 

KENTON BICYCLE CLUB, Covington, Ky.

—, Ills, Feb. 22d, 1888.

*Gentlemen:* We note in late bi. papers the O. W. Co.'s ad. to the effect that all of the members of your club, but one, ride Victors, finding them the only suitable wheels for your roads. As it is seldom that an entire club choose the same machine, we would be glad to know whether the testimonial is a genuine one. Sometimes such things get "twisted," you know. We enclose stamped addressed envelope for your reply, and would like to hear from you soon.

Yours truly,

Messrs. —, —, Ill.

COVINGTON, Ky., Feb. 28th, 1888.

*Gentlemen:* Yours of 22d inst. is received and contents noted. We had supposed that the authenticity of this testimonial would be doubted, but will say that our testimonial, like the wheel we ride, is true in every respect. We have learned to honor the "Victor" Bicycle and its manufacturers from long experience; that is, since that wheel was placed on the market in 1885. Our assertion that it is "the only wheel that will stand our rough roads and enable us to climb all hills in our surrounding country," is plain, unadulterated truth, ascertained after five years' experience with almost every make of wheel ridden in the United States.

We have in our club some of the hardest riders in this vicinity, and with rough and hilly roads our "Victors" are given severe tests. Three years ago, five-sixths of the members of the Kenton Wheel Club rode direct spoke wheels, and it is safe to say that had not the tangent spoke wheel come into existence this club surely would have ceased to live, as these wheels were constantly going to pieces; so great is the vibration caused by the rough roads, that it was impossible to keep the spokes tight and prevent the rim of front wheel from forming the familiar shape something like a figure "S." The "Victor" has remedied all these faults; no more loose spokes; no more "buckled" wheels; no longer are we compelled to carry with us a box of tools to be used to keep our wheels in riding condition; its hill climbing and easy running qualities are too well known for further comment.

Racing in this vicinity is done on roadster wheels; the condition of tracks will not permit the use of racers; out of 21 local races, 18 were won on "Victors;" racers who ride other makes will never refuse the chance to race on a "Victor;" in fact, in all hill climbing contests and all long distance runs, the "Victor" is preferred. Gentlemen, these are facts; we are not prejudiced; we are not the only "Victor" riders; in Cincinnati to-day nine-tenths of the wheelmen riding other than "Victors," are anxious to dispose of their present mounts, and get the most perfect wheel made. We are glad that you made inquiry of us as to the genuineness of this testimonial, as we can clearly understand how doubtful it may appear for an entire club to choose the same machine; we trust, however, that after having become more familiar with the "Victor," or after having ridden it, that you more fully appreciate its merits. Our intercourse with the Overman Wheel Company has been such as to convince us that they are too honorable to publish bogus testimonials, especially as their mails daily bring them unsolicited words of praise. We would be pleased to hear from you the opinion of the "Victor" in —. We are, respectfully yours,

KENTON WHEEL CLUB,  
Edward C. Toie, Sec.

4 

NOTE—The wheels in the Kenton Club are all highest grade, tangent spokes, hollow rims, and were not bought because they were cheap. Boys buy cheap wheels—men buy good wheels.

ONE WAY TO DETECT APES—WATCH THEM COPY THE VICTOR ADVERTISING.

Send to OVERMAN WHEEL CO. for New Catalog. - - - BOSTON.

# THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

**BALTIMORE, MD.**

---

**Write for Our 1888 Catalogue.**

**New Rapid Roadster,**

**New Rapid Light Roadster,**

**New Rapid Safety,**

**QUADRANT TRICYCLE, No. 8, for Gentlemen,**

**Quadrant Tricycles, No. 14, for Ladies and Light Gentlemen,**

**Quadrant Tricycles, No. 15. Two Ladies can ride.**

---

We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

**KING OF THE ROAD LAMPS,**

and shall be pleased to give quotations.

---

**Agents Wanted for our Cycles and Sundries in unoccupied territory.**

## FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

**FOR SALE**—59-inch Columbia Light Roadster, standard finish, ball bearings all around, cowhorn handle bars, Kirkpatrick saddle; in first-class condition. For particulars address P. O. Box 2181, Ithaca, N. Y.

**VERY CHEAP**, Very Cheap—One 42-inch Facile, nearly new, latest pattern. One 42-inch Special Facile in first-class condition. Best offer accepted. For particulars write to CHARLES REED, Abington, Mass.

**FOR SALE**—Quadrant Tandem Tricycle, 1886 pattern, first-class condition. Call or address R. W. SOUTHWELL, 1 Dexter Row, Charlestown.

**FOR SALE**—58-in. "Expert;" Ball Bearings all over; drooped handles, lamp and bell; in good condition; guaranteed; best offer over \$70 takes it. Address G. T. L., 30 North 3rd St., Philadelphia, Pa.

**FOR SALE**—52-inch American Light Champion, with extra heavy spokes in rear wheel, 1887 pattern. Been ridden only 4 months. \$50.00 spot cash takes it. A. J. CUSSON, 1318 N. Jefferson street, Bay City, Mich.

**FOR SALE**—Over 250 Second Hand and Shop Worn Bicycles at bargain prices; send stamp for list and mention this paper. A. W. GUMP & CO., Dayton, Ohio.

**FOR SALE**—Rudge Bicyclette, new last June, fine order, spade handles, Townsend saddle, lamp; will sell at a bargain. Address ISAAC KNOWLDEN, 12 Warren St., New York.

**FOR SALE**—A Marlboro Club Tandem; new last season; in first class condition. G. J. McARTHUR, 23 Union St., Boston.

**FOR SALE**—56-inch Expert Columbia bicycle, full nickel, balls all round, Kirkpatrick saddle, Hill & Tolman bell, late pattern, little used, first-class condition; cost \$150.50; will sell for \$100 cash. Address W. M. FERGUSON, Jefferson, Iowa.

**FACILE**—42-inch (ordinary 52), lamp, cyclometer, cowhorn handles, light weight, good condition, for sale or exchange (with cash), for good tandem; positive bargain to buyer before season opens. Address CASH, 398 Madison St., Brooklyn, N. Y.

**FOR SALE**—Marlboro' Club Tandem, \$125. 5x7 Photo. Outfit (cost \$50), \$60. Send stamp for particulars. H. R. BRYAN, Hudson, N. Y.

**FOR SALE**—51-inch Light Rudge, two-thirds nickel, made to order; good as new; cheap. Address D. G. B., 611 W. Market st., Louisville, Ky.

SEND FOR CATALOGUE

AMERICAN WHEELS

St. Nicholas Mfg. Co.

734-704 MADISON ST. CHICAGO, ILL.

SOLE AGENTS IN THE U.S.A. 177 WABASH AVE. CHICAGO, ILL.

## SPECIAL.

All Advertisements in this Department 20 cents a line.

**BICYCLES**, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York City.

**PHOTOGRAPHS** of noted wheelmen; send for circulars to FRANK H. ROBERTS, Collinsville, Ill.

**DON'T BUY A BICYCLE** until you have sent stamp to A. W. GUMP & CO., Dayton, Ohio, for list of over 250 Second Hand and Shop Worn Bicycles. Mention this paper. Second hand Guns and Bicycles taken in exchange.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



CARTER'S

Foot Rest,

FOR THE STAR,  
For Easy Coasting.

Price \$1.00.

HOWARD A. SMITH & CO.,  
Oraton Hall, Newark, N. J.**BICYCLES.** Everything  
in new and second hand.JOHN WILKINSON CO.,  
55 State St., Chicago, Ill.  
Send stamp for list.

WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

25 Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO.,  
55 State St., Chicago, Ill.

## REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,  
100 Sudbury St., Boston, Mass.

## SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

C. W. SPINNEY, Fitchburg, Mass.

SECOND-HAND GUNS AND REVOLVERS  
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio, for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

## This Should also Interest You.

I have just received my first consignment of the **VOLUNTEER COLUMBIA**, and am pleased to be able to offer my customers so good a bicycle at so reasonable a price. A 50-inch with all improvements, \$100.00.

Old riders will, of course, prefer the Expert or Light Roadster, but those who want a first-class wheel and have only a limited sum of money to expend, should examine The Volunteer. There seems to be a big demand for Cyclometers and Lamps this Spring, and I am carrying a complete stock of all leading makes, as well as all little odds and ends incident to a cyclist's outfit.

My store will be open evenings after April 1st.

GEO. R. BIDWELL,  
313 West 58th Street, New York.  
NEAR THE PARK.

THE FAMOUS CUSTOM-MADE  
**PLYMOUTH ROCK \$3 PANTS.**  
Full Suits and Overcoats at Proportionate Prices



We sincerely believe that never before have we been able to offer our customers so good and stylish a line of **SPRING GOODS** as now our line of Cheviot

DO YOU WEAR  
**PANTS**

Suiting, guaranteed absolutely all wool is particularly remarkable. Our smooth-faced goods are also very carefully selected to suit our trade, whose wants we know now from long experience. For 6 cents we mail you 20 samples\* of these clothes, self-measurement blanks so accurate that we guarantee a fit. Also if you mention this paper we send you a good 48-in linen tape measure. Or if you must save time, send us your waist, inside leg, hip and knee measures, together with \$3, and 35c. to prepay express or postage. We guarantee safe delivery. For any cause a customer of ours may return his goods and receive back his money or a new garment, a guarantee of which statement may be obtained by writing to the American Express Co. (capital \$20,000,000), at Boston.

N. B.—In buying goods by mail, it is a good rule to send money only to concerns that are well known throughout the country and avoid the countless imitators that spring up for a day to compete with old and regular establishments.

PLYMOUTH ROCK PANTS CO.,  
18 Summer Street, BOSTON, MASS.

# The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

The Only, Absolutely Safe Wheel  
Against "Headers" Made.  
It is the Best, and it is also the  
Cheapest.  
Do not buy a wheel before you see the  
SPRINGFIELD ROADSTER.



This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with Nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered to the public.

Best class of cold drawn weldless steeltubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

## The 1888 Pattern Springfield Roadster for \$100,

Has ball bearings all around, and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

Wholesale Distributing Offices:  
MERWIN, HULBERT & CO., - New York, N. Y.  
C. F. STOKES, - - - - - Chicago, Ill.  
E. C. MEACHAM ARMS CO., - - St. Louis, Mo.  
E. T. ALLEN, - - - - - San Francisco, Cal.  
JOHN P. LOVELL ARMS CO., - Boston, Mass.

Retail Salesroom: No. 147 Washington Street.

SPRINGFIELD BICYCLE MFG. COMPANY, 9 Cornhill, Boston, Mass.

## Have You Seen the 1888 NEW MAIL ?

SURELY GET  
A  
CATALOGUE,



OR SEND FOR A  
HANDSOME CARD,  
Illustration of it.

MAILED FREE.

WM. READ & SONS, 107 Washington St., BOSTON.



Published Every Friday

— BY —

**THE BICYCLING WORLD COMPANY,**

*12 Pearl Street,*

**BOSTON, MASS., U. S. A.**

Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

For rates, etc., address Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 9 MARCH, 1888.

LEAGUE matters place us in the position where we have again to apologize for the crowding out of matter. We shall have to provide for a supplement next week, unless we can see our way clear to getting even in our regular space once more. We are scarcely on our feet as yet, but we will soon steady down into our regular swing, and all we ask is a little patience, kind sirs.

A GOOD tale reaches us via the *C. T. C. Gazette*. An Irish member of that vast organization left the Emerald Isle and went to Canada. At Montreal £6 customs duties were demanded on his cycle. He refused to pay, but now asserts that after some discussion and the production of card of membership in the C. T. C., his machine was delivered on payment of the reduced sum of 26 shillings. This is an admirable certificate of the intelligence of Canadian customs officials. Pretty soon we shall expect to hear that one can pay his hotel bills and square his tailor by "producing" his C. T. C. certificate of membership.

WE are constantly being asked by our readers what wheel we consider the "best," and wherein the superiority of such and such a type obtains over that of another. At the present moment we have no less than five letters from different sections of the country propounding this conundrum in various forms. Some eight weeks ago we published an article on the future of the ordinary and the rear-driving safety, which we think is applicable to those who desire to be enlightened as to which is the "best" cycle to ride? Tastes differ, circumstances alter cases, and what for one man is the correct thing, for another would be entirely out of place. These may be glittering generalities, and we intend that they should be. One thing we are certain of, and that is, because we, for instance, find a certain mount to meet our requirements much better than any other, it is no reason that our next door neighbor, after a good trial, should come to the same conclusion as ourselves. There are men who have tried both lever and rotary

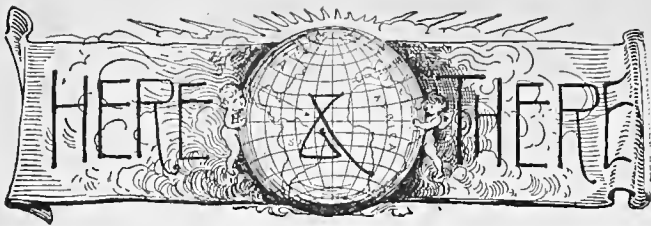
motion, and have discarded the former as worthless, there are also riders of equally good judgment and experience who aver that the rotary method of driving is one that wastes good power, and so on! Witness the savage war now going on between those who believe in the merits of the rear-driver and those who say the ordinary is the only machine to ride! What do we learn from this class of adverse opinion and criticism? On our part we learn the lesson that every man must choose for himself, and that the man who puts his judgment of the very best machine for all riders down as infallible can be written down as an egotist, if we do not call him something even less complimentary. A certain machine may suit us to perfection, but we are not the whole world. It is our business to edit a paper, give careful information, and let our readers make their own choice. It is not our mission to pose as infallible in our judgment as to "which is the best machine made!"

NOT infrequently we note in various papers descriptions of or references to steam and electric road carriages. Of course the ardent wheelman would shun any power other than his own muscular legs, but we would welcome the introduction of a practicable and successful artificially propelled vehicle for highways. This is not because we are lazy or indifferent to the pleasures and benefits of *bona fide* cycling, but because any thing which will induce the public to use and depend upon the highways will improve them. All other considerations are insignificant compared to the improvement of our roads. Give us smooth highways, and all other cycling desires will be easily obtained.

THE L. A. W. Officers' meeting, held in New York City last Monday, will go on record as being one of the important, and yet withal the most harmonious in the history of the League. We give in full the report of this meeting, and we earnestly bespeak the careful attention of every League member to the reports contained therein, and especially do we ask for a careful perusal of the proposed constitution. This, it will be seen, provides for a system of government founded on the peculiarly American plan of State rights. Each Division will have the power to formulate laws, assess dues, and otherwise conduct its business on an independent plan providing such rules and laws in no way conflict with the constitution of the parent body. We desire to make plain one clause that may mislead some of our readers. We mean the clause, Article IV, Section 2, referring to League club representation. This club representation only applies to the Division in which the League club is located. These representatives have no voice in the national councils, their powers are limited entirely to their State Division affairs. We make this explanation as we are aware that a false notion has gotten abroad as to the status of such representatives.

We also desire to congratulate the League and the State of Pennsylvania that the unfortunate Wells affair was so quietly disposed of. This adjustment of what promised to be a very disagreeable piece of business is due to forbearance and consideration shown by both sides. The financial affairs of the League for the past year have not been of the most satisfactory, but the future certainly assumes a very roseate hue. As to membership, the year opens full of promise, and with a larger list than at the beginning of the past year. It is a significant fact, and one that speaks well for the committee that have had the re-organization scheme in hand, that none but words of approval have so far been heard in commenting on the plans proposed or the schemes already carried out.

MR. F. P. PRIAL writes us that owing to the affairs of the Cycling Publishing Company being in litigation, and a satisfactory renewal of his lease of the *Wheel* impossible, he will henceforth cease to publish or have any connection with the *Wheel* or the Cycling Publishing Co. On last Friday, March 2d, he published the first number of a new cycling weekly, entitled the *Wheel and Cycle Trade Review*, of which he will be editor and proprietor.



### "GENTLEMAN JOHN." IMPRESSIONS.

THE Ripley Road is perhaps the most noted road in connection with cycling in all Merrie England. It was down this road last Sunday that I (the guest of Mr. Harry J. Swindleley of the *Cyclist*) rode with that gentleman on the front seat of one of Fred Cooper's tandems. I said, "it was down that road;" well it was hardly that, for we journeyed from Kensington to the "Angel" at Ripley, which is at the extremity of the famous scorching ground, from the "Angel" at Ditton to the "Anchor" (at some other place, I forget the name.) Despite the muddy roads we made fair progress, following the tracks of a tandem which had gone before, driven by the bellicose Charlie Liles and the pacific Ion Poole. Past Jack Keen's place at Surbiton we journeyed, and soon pulled up at the "Angel," where a goodly number of cyclists were eating a species of yellow *blanc mange* (known as "Angel Pudding"), after having eaten of the famous roast beef for which the "Angel" is famous the *little* cycling world over. After we had partaken of some "tangle foot," we dined, and dined well. So well, indeed, that many were the complaints that were made about the tightness of waistbands, etc. After registering our illustrious names in the "Angel" register, as a special observance of the Sabbath, the day which has been set aside as a day of recreation, we pitched pennies at a clothes pin on the lawn with Tom Moore, of *Land and Water*, and others, with varying success. This innocent recreation over, the tandem was again mounted, and in company with Messrs. Liles and Poole we wheeled home, calling on the way on Fred Cooper, who was laid up with a sprained foot. After drinking Mr. Cooper's health (and our own) we again sped off back to Kensington with the Liles-Poole combination setting a very decent pace, considering the muddy roads.

At the "Angel" that day were some men of note, among which might be mentioned C. W. Nairn of *Wheeling*, a Mr. Language, known to his confreres of the North Road Club as "John, the Baptist," from his habit of wearing a camel's hair garment, and riding in all kinds of weather, and others of the Ripley Road Club. It is said that Mr. Charles Liles is the author of the above name. On the way, the tandems, tricycles and safeties were passed in good numbers, but scarce an ordinary. It is almost bad form over here to ride an ordinary bicycle, and they may be bought cheap. The safety seems to have come to stay, and has taken a strong hold upon the wheel public. The tricycles are nearly all of the Crippler type with equal sized driving wheels, though some believe in the Humber type with long trailing back bone and a larger wheel than was at one time thought proper for use on that type of wheel. Those who have ridden this form of trike, aver that by use of the longer trailer and larger back wheel that the vibration is very much diminished, the liability to slip or skid is greatly lessened, and the steering is very much easier. There are those who claim that the Humber type is far superior to the Crippler, and some of them are not the slowest riders, by any means; but the Crippler is quite good enough for the great majority. Automatic steering has largely gone out. Several firms are building ordinary bicycles on what (in their alleged wisdom) they are pleased to call *rational lines*, that is, with an infernal amount of rake, and a very large back wheel. But though they may feel safe and comfortable, are not speedy and appearance is sacrificed very considerably?

STARLEY & SUTTON are building a safety with 36-inch front and 30-inch rear wheels, said to be both fast and comfortable. But that is what is claimed for nearly every type or make of machine under the sun, and which, as you know, means often very much or very little.

A FEW days ago I was entertained by Messrs. Low and McCandlish, of *Wheeling*, at their editorial sanctum. Several ladies graced the sanctum with their presence. The evening was spent in a delightfully informal manner, and tea was served "*a la Wheeling, one Penny*." The office boy was roused from his wonted lethargy and made several foraging trips in the neighborhood, which contributed in large measure to the success of the evening's entertainment.

I HAVE been elected to honorary membership in the Ripley Road Club, and shall fill the position of Club Liar with my usual éclat and *sang froid*.

THE tricks of the professional are sometimes dark, and his ways past finding out. A story is told of a "pro." who visited the Stanley Show and added much to his store of cycles and accessories thereby. "Give me one of these, or a couple of those," he would say, and "I'll write you out a testimonial." The man in charge of the exhibit would look at the proffered visiting card and would generally succumb to the "monumental gall" of the "pro." Having received the goods, the "pro." would write: "I have used your 'stove polish,' 'vaseline,' 'eau de cologne,' 'soothing syrup,' 'ball pedals,' 'tooth brushes,' 'enameline,' 'handle bars,' 'lamps,' 'Cherry Blossom,' 'Pear's soap,' etc., etc. (as the case might be), in all my races, and they have given such unqualified satisfaction that I have determined never to use any others. (Provided, of course, that he gets them for nothing.) This testimonial is given of my own accord, and simply out of gratitude for the value of your goods. (N. B.) You may publish this letter if you see fit. I am yours truly, J. Swindledeath, Champion Record Faker of the Fiji Islands

THE testimonial is not unlike that of the tramp who wrote the following eulogy of Pear's soap, with which he had, he stated, scrubbed his countenance in the long ago: "I used your soap ten years ago, and have not used any other *since*."

I TRIED a safety on the snow for twenty-two miles the other day, and it answered very well, although the snow made riding heavy. It was like riding in sand, and once in a while the wheels slipped. The good folk of Peebles were astonished beyond measure to see me riding into town from Edinburgh on a "Referee" safety with lamp lit, a few nights ago. But I shall not do it again. I am not proud, and a hard and dry road is quite good enough for an easily satisfied fellow like myself. But the safety is undoubtedly *the* wheel. I shall not again ride an ordinary, as the safety is faster, safer and more comfortable. It is better than a trike on the hills, and more convenient in every way. The great thing is to get the bearings properly braced. I have a little machine with a diamond frame, that is as light and strong as anything I have seen, and it scales under 32 pounds, with saddle, pedals and brake. With a racing saddle and rat trap it weighs but 28 pounds, and is not a racer either, but would do very well for the path. As far as I have seen, there is not a spring fork on this side that compares for effectiveness with that of the Victor safety. I made a special hunt during the Stanley Show, and the above is gospel truth.

ONE would think that the local cycling scribe would furnish the local news, but "Duquesne" admits that he was scooped on a bit of Pittsburgh news by "England Pride," the *Bicycling News*.

### "DUQUESNE."

In a late issue it comments on W. A. Rowe and his prospects, then appends a biographical account of "Billy," in which it underestimates his weight about twenty-five pounds, and says he won a one-mile open in *Pittsburg* in 2.57 in the year 1885. This is news to me. I have been skirmishing round for items all winter, but failed to catch that one. Pardee won all the open events here in 1885. Ye Gods! Was Rowe here under an alias?

STOUT, the Star trick rider, is "showing" out at the Western Pennsylvania Institution for the Deaf and Dumb. He gave an exhibition at the riding school, which was much enjoyed by the riders present.

BANKER is in better shape now than ever before, and it is his intention to show Wilhelm his rear wheel this year. There is one thing sure, Wilhelm will have to work to beat him, and if they meet in the five-mile State championship this year, it will be a race and not a procession, like last year, with the tail end so far behind that it was in front. Banker has put in some good licks at the Y. M. C. A. gymnasium, and we will see what we will see.

IT is rumored that F. L. Clark, President of the S. V. W., is in training, and expects to win the one-mile novice at our first tournament. I would advise him to cable for the eleven-pound "James" racer, which was on exhibition at the Stanley Show. Either he or it would go.

W. C. COFFIN of the A. C.s has relinquished the safety and will shove an ordinary this season. He had trouble with his pedals striking curbs and stones which resulted in bending pedal pins and cranks, otherwise he was pleased with the safety, but being an expert crank rider, he preferred straight cranks to safety and bent cranks. I believe Mr. Coffin is the only one who has given the safety a thorough trial and forsaken it.

## CHICAGO.

## "THE MULE."

THE coming season will find cycling in Chicago ten times more popular than ever before. This is, I know, an everyday assertion, but in this instance there are solid facts behind it. Three years ago we had but one lively cycling agency in the city; now we have a dozen or more, all willing to go to any reasonable trouble and expense to extend the popularity of the wheel. Our clubs, too, have multiplied and grown rapidly. The Chicago, formerly the only club here, still exists, and gives promise of blossoming forth again in some of its former glory. The Lincolns, formed only eight months ago, has has nearly one hundred members; the Owls, the most successful club last season, is as strong as ever; the Hermes, Illinois, and other clubs all report business brisk and applications for membership plentiful. Chicago, therefore, expects to find herself somebody in the wheeling world this year.

FOR a great deal of this prosperity, Bob Garden, Ned Oliver, and Charley Leig are responsible; for aside from the interest they take in the sport, their pocket-books are interested. Garden came here to take the place of the late Major Durell, and before a month passed became a favorite. The consequence is, that he, who months ago was unknown, now figures, as referee here, and chairman there, so that no event can possibly occur without him. As to Oliver, the old New Yorkers who knew him, as one of the proprietors of the *Wheel*, would hardly recognize him now. Prosperity smiles upon him, and a double chin would be observed, but for his luxuriant beard. Many of the old timers have retired. J. O. Blake, for example, takes very little active interest in the sport. But their places have been taken by a more enthusiastic crowd, who intend to make things boom still more.

PHIL HAMMEL, who has a rather harsh experience with the Racing Board of the League, has applied for membership of the Owls, and will be admitted. There are prospects of a road race in the near future, between Hammel and a popular amateur, the latter, of course, taking advantage of the League's refusal to recognize road racing.

TOM ROE, the man who was fortunate enough to have nearly a quarter of a million of dollars left him, and is unfortunate enough not to know what to do with it, has arranged a race between Gus Kluge and H. Fulton, the latter being under the wing of Surbridge, the Victor agent. It was to have occurred Saturday, but a morning paper has been giving all hands its opinion in such strong language that it has been postponed indefinitely. In consequence of the late Minneapolis fiasco, everything with which Roe is connected is regarded with suspicion, but it is tolerably certain he has been more sinned against than sinning. His principal fault lies in allowing himself to become the prey of a flock of vultures.

JACK PRINCE was here during the week, and spoke in an enthusiastic way of cycling in Omaha. He considers the half-mile track there second only to Springfield.

THERE is a prospect of a little racing this summer, but it will be arranged principally by our two big athletic clubs. We have two tracks already, and another will be commenced shortly.

PHIL HAMMEL is anxious to arrange a race with Percy Stone; any distance, and for any reasonable amount, and will race either here or in St. Louis. A challenge will probably be issued next week.

SURBRIDGE has moved into new quarters on Wabash Ave. The Columbia, Springfield roadster and Victor agencies are now all in a bunch.

THE clubs promise to furnish an abundance of news this season, and I hope to furnish sufficient to render the Chicago gossip fairly interesting.

## BUFFALO.

## "MERCURY."

READERS of the BICYCLING WORLD, I salute you. I most humbly beg of you to bear with me on my first appearance as a contributor to this valuable little paper. "Gentleman John," "Ratchet," "Lancelot," "Linneus," "Dukesne," and other contributors, let me grasp your hands in good fellowship, and should you ever visit Buffalo give me a call. Come when the big tournament is held this summer.

IN your issue of February 3d I saw an item concerning the Ramblers of this city, which states that they intend giving a carnival under the guidance of Mr. Ducker. The fact is, Mr. Ducker put such a proposition before the club at a special meeting held for that purpose. It was discussed at some length, but was finally dropped

on account of the season being too far advanced to make it successful. Ducker claims it requires from two to three months in which to work it up. His offer holds good yet, and the club hope to take it up and push it for all it is worth to make it a success.

I NOTICE Gideon Haynes is to go on the road for W. B. Everett & Co. We are interested in his welfare as he was formerly a Buffalo wheelman; in fact, was President of the Ramblers for a time. I believe I voice the sentiments of all his Buffalo friends in wishing him a most successful career.

RETLAW wrote a very good article on club management, but he fails to supply a long felt want, the management of "Kickers." What club is so unfortunate as not to be the happy (?) possessor of three or four of these interesting individuals. They generally show themselves just after the election of officers of the club. Now, I don't mean to insinuate that they are disappointed on account of not being elected to some office, oh, no, but, gentle reader, can you tell me the why and wherefore? Retlaw, let us hear from you.

## NEW JERSEY NOTES.

## "RATCHET."

THE bill which is soon to be presented to the Legislature of this State, to give cycles the same rights as are accorded to other wheeled vehicles on the roads, is not receiving as much attention from wheelmen as it should—at least not in this section of the State. Cases of "road hogism" are few and far between in this section, and for that reason it seems difficult to convince the riders here that matters are not the same all over the State. Here we have all the privileges needed; but in "South Jersey" it's the reverse, as wheelmen as a rule are treated by drivers (not only farmers and laborers, but by the so-called "upper-tendom" as well) as though wheelmen had no right to live, let alone to ride. The legislators from South Jersey have stated that they will "kill the bill," and for this reason those from this section should be "cocked and primed" to work for its passage.

THE East Orange Township Committee, at its meeting last week, appropriated \$12,000 to be used on repairing and improving its roads. This means a few more streets of macadam.

THE prospects are that the cycling track of Bergen Point Athletic Club will receive a good share of patronage from members of clubs within easy reach.

THE Passaic County Wheeling and Athletic Association will soon begin the erecting of a \$3,000 club house at Passaic. The Association has over one hundred members. The initiation fee is \$10.

It is pleasant to hear the words of gratification expressed by local members of the L. A. W. at the resumption of the League orphanship by the BICYCLING WORLD. If I had time and space I could quote you many such pleasant expressions.

## LONG ISLAND NOTES.

## "WING-FOOT."

A LIST of prices at Hulet's Hotel, Hempstead, from one of the fraternity at that place, would be interesting to the rest of us. The Garden City Hotel management refuses to reduce prices below their present exorbitant rate of \$1.25 for dinner, 75 cents for lunch, \$3.00 for supper, lodging and breakfast, and the Stewart Arms is scarcely more favorable. A great deal is said of good hotels. I'd like to wager that I can name one that will break the record for general poorness. For first place I pick out the Jericho Hotel, and anybody who has been so unfortunate as to have been caught there over night will bear out what I say. Here, as is the case everywhere on the Island away from potent, civilizing influence of the summer boarder, there seems to prevail a chronic state of ignorance and blindness to improvement, all the more remarkable because of the proximity of the metropolis. Time and the wheel will cure this, I hope.

To the wheelmen, one of the pleasantest features of hotel aperturances on the South side, where lakes are so frequent and water so plentiful, is the plunge bath. The idea makes one shiver these days, but in the heat of a July day, what could be more invigorating than a stop at Stellenwerf's for an "all over" bath in cool lake water, when on the way to Patchogue.

THE Ilderans of Brooklyn have decided to consolidate with the Brooklyn B. Club, the latter practically absorbing the former. The Brooklyns are rapidly recruiting, and should have close to one hundred and fifty members by the opening of the riding season. Five of this club enjoyed (?) a little spin down to Coney Island and back on Sunday morning, returning with various mementos and which they decorated the club house. These included a ship's

hawser, sugar-scoop, clam-shells, a Christmas tree in parts, and the O'Leary belt, the latter having been presented to the beauty of the club, by Pa Neptune, in appreciation of his temerity, the thermometer being about 15 degrees above, and the wind blowing at 25 miles per hour.

THE Huntington Bicycle Club has changed its name to the "Huntington Bicycle Social Club," and has rented a commodious club-room, having taken in about thirty new members. The officers of the new club are Douglas Conklin, President; Geo. M. Tilston, Vice President; H. F. Rogers, Secretary and Treasurer; and Dr. Turner, Surgeon. For natural scenery, I consider the views about Huntington and Cold Spring unequalled on the Island.

It seems queer that with the daily example of so many visiting wheelmen before them, there should be so few cyclists on the South Side. The natural advantages are all in their favor, yet I know of but two between Hempstead and Patchogue, and one of these is the newsman at Bay Shore.

## NEWS

### AND COMMENT.

HARRY COREY has stopped making records on the path, but for a railroad record we think the following will certainly stand. He writes: "I had an engagement last Sunday in Boston, but Saturday night found me in Syracuse, and an engagement ahead of me in Philadelphia for 9 A. M. Monday. How to leave Syracuse Saturday night, be in Boston on Sunday and Philadelphia on Monday at 9 A. M. was a puzzler, but while thinking the matter over in the railroad station in Syracuse at 9 P. M., the Boston express came through and after a hasty calculation I jumped on board and went to bed. Woke up in Boston Sunday morning, went to church, had a talk with our Secretary (E. W. Pope), spent a mighty pleasant afternoon, and took the 6.30 Sunday night for Philadelphia, arriving at 7 o'clock Monday morning."

MR. H. B. HART of Philadelphia made us a pleasant call last Tuesday.

ROWE is credited by the English papers with placing Crocker at the head of the American professionals left in this country.

THERE were nine hundred visitors to the Pennsylvania Bicycle Club house in Philadelphia, on Washington's Birthday. We think this must be the biggest on record.

W. S. DOANE is back from the West on business. He may go back out West again, or he may stay East in the interests of the concern he expects to be with this season.

OUR friend, the *Item's* deduction that because the percentage of gain made in the League is only 18 per cent. for 1887, as against 101 per cent. and 92 per cent., that something must have been out is not quite just. It must be remembered that in 1885 and 1886 a comparatively small proportion of riders were League members, while now the percentage is much larger, it necessarily follows that the percentage of *increase* must be lower because the material outside the national organization is less in numbers.

WE have been in personal communication with Mr. Wells of Philadelphia and Mr. Shurman of Lynn in regard to a hill-climbing contest on Corey Hill. It is agreed between them that each contestant shall start alone, and as this was a concession on Mr. Shurman's part, he asks that Mr. Wells make the first attempt. July 14 is the date preferred by Mr. Shurman. In all probability Mr. Shurman will be in Philadelphia during the next month, and articles of agreement will no doubt be entered into by the Philadelphia and the Lynn gentlemen. Mr. Wells has announced his intention of tackling Corey Hill next July, match or no match.

WE beg the Philadelphia *Item's* pardon for overlooking the announcement made by the *Item*, that the *WORLD* had been appointed official organ. We also beg to make the *amende honorable*, for our hasty works caused by our error in not noting the *Item's* news on the subject. The *Item* returns good for evil as follows: "The *BICYCLING WORLD* above all the existing cycling periodicals deserved to get the official organ ship of American National Cycling Association, and that it did get it was noted in the *Item*, but the *WORLD* was presumably so happy that it passed over what it evidently was looking for. It is all right friend *WORLD*, Philadelphia wishes you a longer lease of life than the *Bulletin* was fated to have."

"KARL KRON is at work again, and he now has his little pile of newspaper criticisms on his book 'Ten thousand miles on a bicycle,' ready to fire off at any one who ventures to send him a one-cent stamp. This compilation of criticisms fills no less than 123 pages regular pamphlet size, and it is, so to speak, the son of

its father, the great X miles." We have one or two communications from K. K., on the above and kindred subjects, which shall see the light of day through our columns at any early day.

To those who want to buy or to sell a second-hand bicycle we commend our "For Sale and Exchange" column. Now is the time to sell second-hand machines.

THE Lynn Cycle Track will be kept in good shape during the coming season. Mr. Murphy, the present proprietor, asserts that the present surface will not be disturbed.

THERE is some faint chance that the American team, together with a "European attachment" of the best they have over there, will visit this country this fall. If war in Europe breaks out it will rather knock the Senator's plans for a Continental campaign.

MR. SAM'L T. CLARK, of the Clark Cycle Co., of Baltimore, has just returned from a very successful trip abroad. This firm will push with increasing vigor the interests of the New Rapid cycles and the Quadrant tricycle. We shall hope to hear from the firm in regard to any specialties that they may have to present to the public.

ROWE and Howell will ride three races for \$500 a side,—a one, five, and ten mile race. The winning of two out of three to take the stakes. The first race, five miles, to be run off at the Belgrave-road Grounds, Leicester, on Saturday, April 14. To be on the mark at 4.30 in the afternoon. The second match (one mile) to be run off at Wolverhampton on April 28, and the ten-mile match at Coventry on Saturday, May 12. To be on the mark for the mile match at 3 o'clock in the afternoon, and for ten mile match at 5 o'clock in the afternoon.

THE cowboys and the cyclists will have another go at each other, The parties agree to contest a six-day, eight-hour-per-day race at Royal Agricultural Hall, London, commencing March 19, and ending March 24. The race to be for a purse of £250. The cowboys to use an unlimited number of mustangs, and to have use of the outside track, and the bicyclists the inside raised track. The cowboys to change at will, and the bicyclists each thirty minutes. Each side to be allowed the use of an extra man in case of accidents only.

A LEAGUE member from Washington writes us as follows: "Answering your criticisms in a recent issue of the *BI. WORLD*, are not your remarks on the unsuitability of the two-wheeled machine for ladies on a par with the generally conceived impression that to ride a bicycle a lady had to straddle it? Can any style of bicycle throw as much mud as a tricycle, surrounded top and bottom as one necessarily is with the three or four wheels? We have used the ladies' bicycle, we fear you have not, and we know it much cleaner than any tricycle can be; and as to whether ladies will ride them, you should come to Washington and see with what zeal they are doing it, mud or no mud."

REV. WM. JOHNSON is the only clergyman in St. Louis who rides a wheel. Let us hope that his example will cause more of the brain-worked St. Louis gentlemen of the cloth to take to the cycle as an annihilator of time and an enemy to dyspepsia. Speaking of the reasons why clergymen do not cycle more generally, Mr. Johnson sensibly says: "Probably clergymen imagine that they will lose in dignity. Let me say that is a mistake. I do not think that there is a clergyman who will say that he has dropped a single inch in the estimation of any person whose opinion is worth having. They have lost nothing, and on the contrary have gained health, renewed youth and happiness."

## A SURPRISE PARTY.

Having received a most cordial invitation to be present at a surprise party to be given at Amaranth Hall, Wellington, Mass.; we found ourselves on the train bound for that pretty suburban retreat at 6.25 P. M., last Saturday. The "surprised," if we may be permitted to coin a fitting word, was Mr. Charles Hopkins, of Wellington, and the "surprisers" (again a liberty with the English language) were the members of the Ladies' North Shore Tour of 1887 and a few of their friends. During the interval between our arrival and the appearance of Mr. Hopkins, those inclined tripped the light fantastic. On the arrival of the beneficiary and after hand-shaking all round a most enjoyable impromptu entertainment was given. Music, both vocal and instrumental, recitations, and fancy dancing went to make up a most excellent entertainment. Miss Carrie Hayden danced one of the Spanish national dances in an exceedingly graceful manner, and then this versatile young lady impersonated Topsy in a way that showed unbounded talent. Mrs. Ober gave a humorous recitation of how a woman applied for a

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Lieutenant, Fred Willson, Sec. and Treas., Marion Ramblers.

Marion, Ind., Feb. 22d, 1888.

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### SPECIAL "S. S. S." TRICYCLE. \$185.

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Steered by either rider.

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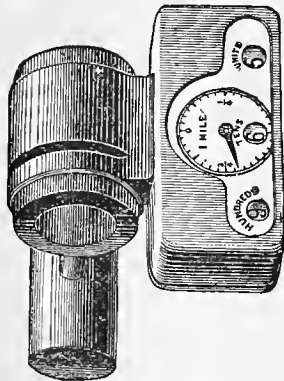
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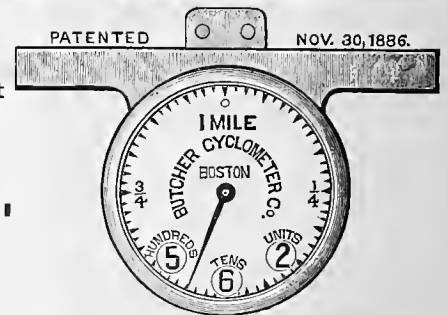
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**TROY, N. Y.**

divorce on the ground that her husband was an inveterate "joiner,"—he would "join" everything in the shape of a secret society. Then followed some delightful guitar and cello music by Mrs. Hopkins, Miss Sternes, and Mr. Barker. Miss Sternes also sang. Miss Gardiner gave the sad story of Genevera with intensity and much dramatic force. Mr. Barker sang that good old song, "Ben Bolt," and also a humorous one on the delights (?) of old bachelorhood. Mr. Page's stories of how two "dead broke" Chicago drummers "came it" on a Sunday School were mirthful and well told. Miss Nellie Sturtevant gave a most remarkable pantomime of the story by Adelaide Proctor, and the "Faithful Soul." It was a very clear exposition of what can be done by pantomime alone. "Bridget and the Tricycle," an original composition by Mrs. Hopkins, was inimitably rendered by that lady. It is one of the best things of the kind it has ever been our pleasure to hear. Miss Fay Davis read very piquantly a satirical portrayal of true love, "Modern True Love." It was a dainty little morsel of rhetoric. Alas, trains won't even wait for editors, and so we had to leave, as the merry-making commenced to wax fast. A Virginia reel and then a bolt for the station. With the exception of three we believe every member of the North Shore Tourists were present. Won't some one "surprise" us some more? We like it.

#### L. A. W. BOARD OF OFFICERS' MEETING.

THE convention held at the Grand Union Hotel last Monday, was called to order promptly at 10 o'clock by President Kirkpatrick, but no business could be transacted until the report of the Committee on Credentials was received. This committee consisted of Messrs. W. H. Emery of Boston, W. W. Share of Brooklyn, and W. R. Tucker of Pennsylvania, and they finished their task at 11.30. The report showed that the number of members of the Board present was 49, and that they represented 103 proxies. The proxies of Sandford Northrup of New Jersey and B. S. Rose of New Jersey were rejected because the owners had neglected to renew their membership before March 1. The report was accepted without debate.

Mr. Tucker, a recently appointed representative from Pennsylvania asked for recognition, and his appointment was at once confirmed, so that he might be allowed to address the meeting. He spoke at considerable length on the case of John A. Wells, whose appointment to membership in the Board had been refused confirmation at the last meeting of the Board. He said that he spoke without prejudice and with only a desire for justice. He wished to state that in his opinion a serious mistake would have been made had Mr. Wells been elected Secretary-Editor, considering that gentleman's financial connection with the *Bulletin*, but he did think that it was only fair that a committee of five unprejudiced members should be appointed to investigate the charges made or to be made against him.

Mr. Clapp objected, stating that no charges had been made against Mr. Wells in this matter. It was simply a question of his confirmation.

Mr. Tucker admitted the truth of this, and amended his motion accordingly.

The President then appointed the committee as follows: Messrs. Dunn of Ohio, Mealy of Baltimore, Kendall of Boston, and Brewster of St. Louis. The committee at once retired, and were not heard from again until late in the afternoon.

Secretary Bassett read the following appointments as having been made since the last meeting of the Board of Officers: Chief Consuls—R. H. Polk of Montgomery, Ala.

Representatives—George S. Atwater, of Washington; Thomas Bray, of Chicago; E. P. Blake, of Bloomington; Samuel T. Clark, J. Kemp Bartlett, Jr., of Baltimore; Wm. A. Mosman, of Jamaica Plain; Edward C. Hodges, of Boston; L. B. Graves, of Minneapolis; Robert Holm, E. L. Mockler, of St. Louis; Harry G. Stuart, of Kansas City; T. H. Pollock, of Plattsburgh; Dr. Henry Jackson, of Salem, N. J.; C. C. Byers, of Parkersburg, W. Va.; Geo. Dakin, of Buffalo; E. K. Austin, of Flatbush; J. M. Warwick, of New York; J. R. Knowlson, of Troy; A. H. Brown, of Toledo; W. R. Tucker, John A. Welis, of Philadelphia. All the above were confirmed, except the appointment of John A. Wells, which was laid on the table.

The roll call showed the following members of the board to be present: From New York—George R. Bidwell, C. H. Luscomb, W. W. Share, K. L. Clapp, N. M. Beckwith, W. S. Bull, A. M. Dickinson, J. R. Knowlson, C. S. Butler, J. C. Gulick, A. B. Barkman, W. H. DeGraaf, E. A. Schriver, I. R. Adriance, H. C. Spaulding, Gerry Jones, F. B. Graves, J. W. Clute, G. M. Gesbitt and J. R. Knowlson. Massachusetts—H. W. Hayes, W. H. Emery, G. W. Parker, A. W. Robinson, C. S. Howard, Abbot Bassett, W. G. Kendall, W. R. Maxwell, H. S. Wallison, J. B. Seward, and E. B. Coleman. California—J. W. Gibson. Connecticut—W. M. Frisbie. District Columbia—E. F. Pettingill and G. S. Atwater. Maryland—A. E. Mealy. Missouri—W. M. Brewster. New Jersey—J. H. Cooley, L. H. Porter, C. F. A. Kinch, Jr. Ohio—James R. Dunn and T. J. Kirkpatrick. Pennsylvania—G. A. Jessup, J. E. Carpen-

ter, Kirk Brown, Frank Read, J. E. Harder, J. J. Van Nort, J. A. Dayton and W. R. Tucker. Rhode Island—C. S. Davol and H. L. Perkins.

Vice President Hayes took the chair at this time, to allow President Kirkpatrick to appear before the Wells Investigating Committee.

The Treasurer's report was presented by Mr. Brewster. The report showed that the receipts, including the balance on hand Oct. 14 and \$70 received from life membership fees, to be \$666.01. The expenditures have been, John C. Gulick, Attorney's fees, \$340.45; balance, \$325.56; less life membership reserve fund, \$295.00; cash on hand, \$30.56.

Small bills amounting to a total of \$245.61 remain unpaid because of lack of funds.

Secretary Bassett presented his report as follows:

In presenting my report at this time it gives me pleasure to note that the affairs of the League, so far as this office is concerned, presented never before, during my incumbency, so promising an outlook. The office is relieved of the expense of the *Bulletin*, is guaranteed an income for the year, and the attention of the Secretary can now be turned in part towards other work than the weekly preparation of a paper. Moreover, the office is out of debt. All sums due the divisions last year have been paid, and we are now in possession of funds sufficient to pay every dollar we owe, and, furthermore, we shall be able to settle with the divisions in full on next quarter day, unless the funds now in hand and at our command are drawn upon, by the Treasurer to meet bills in his hands for legal services dating back to 1886, and which of right should be paid. We have been carrying many an inheritance of this kind, and when these are cancelled we have only our own burdens to carry, and these we can easily maintain.

One year ago it was stated that an earnest effort would be made to make the *Bulletin* self-sustaining, and this statement was coupled with a promise that if failure ensued it would be confessed. During the year our hopes were raised at times, and we believed that we could attain our end, but the winter months covered us with confusion, and we gave up all hope of profit from the paper under the existing order of things.

It will be remembered that the present management took charge of the paper, and had to accept contracts from the largest advertisers at prices far below cost, and thus at the outset we had to give up all thoughts of any considerable income from the *Bulletin*. During the first two months of the year we had to publish at great expense several very long stenographic reports of meetings, and it was to be expected that there would be a loss. In March the income for advertising came within \$10 of paying the printer's bills. In the months of April, May, June, July and August the receipts were in excess of the bills for printing, but after that, and to Jan. 1st, when cycles were housed and trade was dull the *Bulletin* went behind. We entered into a contract in September with a very capable advertising agent to take full and exclusive control of the advertising department outside of the cycling interest, and the Secretary relaxed his efforts to obtain business. The arrangement was not productive of much new business.

The following tables give comparisons of the business for the past two years:

Copies printed, 1887.....	609,950	Copies printed, 1886.....	484,150
Excess in 1887.....	125,800		
Cost to print, 1887.....	\$12,373 80	Cost to print, 1886.....	\$13,808 76
Rec'd Advt., 1887.....	10,611 10	Rec'd Advt., 1886.....	10,337 85
Loss, 1887.....	\$1,762 70	Loss, 1886.....	\$3,470 91
Accts. to profit and loss, '87.	\$426 59	Act's to profit and loss, '86.	\$1,034 06

The experiences of the year told us one thing, and that very plainly, and that is that the *Bulletin* could only be made to pay by conducting it as a business enterprise, in which a large amount of money must be sunk before any profits could be realized. It is no small undertaking for the League to undertake to furnish each and every member with a paper that by all precedents is worth \$1 in the market, to conduct all of its clerical work, pay legal expenses, etc., etc., and all this for 64 cents per capita. The League is without capital, and it has no money to lose even though down the vistas of the future it may discern the glare of a prospective profit.

But we can congratulate ourselves that a well-known and responsible publishing house has come forward to try the experiment for us, and to demonstrate if it be feasible for a paper to pay a profit with no income save from its advertising. A weekly paper will go to each and every member of the League during 1888.

The expenses of the Secretary's office for the year have been \$587.96. Of this sum \$3600 belongs to the first six months, and \$2000 to the second. During the year to come it is very probable that the expenses will be cut down below even the figures of the last six months. Included in the office expenses is the sum of \$500 for postage paid on correspondence which may indicate the work done by the Secretary in this direction.

Appended we give statistical tables showing the membership of the League for 1886 and 1887, and the renewals for 1887 and 1888. The renewals for 1888 are not yet completed, for they are still coming from the remote divisions, and many will have to be added.

Totals Shown.	Membership to Date.
Membership, 1886.....	10,264
Renewals, 1887.....	7,707
Membership, 1887.....	11,939
Renewals, 1888.....	
Applications, 1888, to March 2...	639
Life members.....	48
	8501

#### League of American Wheelmen—Financial Statement, Feb. 28, 1888.

Cash on hand.....	\$2824 79
Accts. receivable, good.....	1512 46
Accts. receivable, doubtful.....	515 56
Due Colorado on 1887 (protest pending).....	\$3 87
Due divisions on renewals and applications to date.	3560 00
Due A. Mudge, printing.....	\$90 12
Due on other accts.....	74 10
Present worth.....	324 72
	\$4852 81
	\$4852 81

The report of the Executive Committee was presented by Vice President Hayes. It was as follows:

The report of the Executive Committee at this time will be very brief, as the reports of the Secretary and Treasurer cover the more important acts of our Committee since the last meeting.

Many measures for the good of the cause have suggested themselves to us, but the lack of funds under which we have labored has prevented our availing ourselves of them, and our administration has been necessarily confined to our financial needs.

Your committee have endeavored to economize in every way, saving a dollar whenever possible, always in the endeavor to free ourselves from the heavy hand of debt which has come down to us as a legacy.

We had hoped and have worked to make our official organ a source of income to us, but have labored in vain, and finding that the great drain upon our finances came from this source we looked about for the best means of freeing ourselves from the burden upon us.

Acting under the authority vested in us, we have arranged with a reliable and well-known publishing firm to take charge of the official organ upon terms that we consider highly advantageous to us.

We have arranged to give the members a bright and newsy weekly paper as heretofore, and at the same time relieved ourselves of the risk and responsibility of running a newspaper which we have now concluded it is not the province of the League to do.

As the *Bulletin* was running behind at the rate of about \$100 per week, we closed the contract as speedily as possible, without waiting to submit our plan to the Board, as we felt that the plan and proposals as offered by the B1. WORLD Co. were so advantageous to us that they would commend themselves at once to every member of the Board, and at the same time result in saving of about \$500 to us, which we need very much. Both the B1. WORLD Co. and ourselves were anxious to have the contract fixed at once, as in case the same is terminated at the end of one year, we are then in a better position at the opening of the advertising season to take up our respective papers again if we see fit.

This we trust we shall not be obliged to do, and hope that the contract upon which we have entered may be continued many years to the advantage of all concerned.

Your committee feel that a great weight has been taken from their shoulders and those of the League in this matter, and our energies can now be applied to matters which shall advance the interests of our cause in many ways.

But to do this we must have the assistance and co-operation of every member of our organization and we have plans now under consideration by us, which we trust when submitted to you will command your generous support. While we have rid ourselves of the burden that has been upon us in the last few years, the marks of its weight are still upon us, and our endeavor must be in the few months left of our administration to place our League upon its feet financially, and when this is accomplished your next Executive Committee can, wiping out the past, start fresh upon a new and prosperous career.

T. J. KIRKPATRICK,  
H. W. HAYES,  
GEO. R. BIDWELL.

The report was unanimously accepted, and the action of the committee in relating to the *Bulletin* consequently approved.

Chairman Butler of the Rules and Regulation Committee presented the following report:

*To the President and Members of the Board of Officers, L. A. W.:*

GENTLEMEN: At a meeting of this Board, called to meet in New York, on the 5th and 6th of March next, your Committee on Rules and Regulations will submit the following changes in the By-Laws for your consideration:—

#### ARTICLE IV.

##### ELECTIONS.

- Section 1. First line: Substitute June for March.  
 Sect. 2. Second line: Substitute July for March.  
 Fourth line: Substitute June for March.  
 Sixth line: Substitute 15th of July for tenth day of April.  
 Eighth line: Substitute first day of August for the twentieth day of April.  
 Sect. 3. Fifth line: Substitute June for March.  
 Seventh line: Substitute 15th July for 10th April.  
 Eleventh line: Substitute 1st for 20th.  
 Twelfth line: Substitute August for April.  
 Sect. 4. First line: Substitute 15th for 1st, and August for May.

The sections which we propose to amend now stand on the books as follows:—

Section 1. During the month of March, each year, the Secretary shall cause to be printed in the official organ a voting blank for Chief Consuls and Representatives, together with a statistical table, showing the number of Representatives each State is entitled to. And there shall also be published in the *Bulletin*, at the same time, full and explicit directions to members regarding the votes which are to be sent to the Secretary-Editor, and full and explicit directions from the Chief Consuls of States where special regulations governing the ballot have been adopted.

Sect. 2. Each member who was admitted, or whose dues were paid up to the first day of March shall be entitled to one vote for Chief Consul for the State where he resides, and one vote for each Representative that his State is entitled to on March 1. Except in divisions where special regulations governing the ballot have been adopted, each vote shall be signed by the member voting it and returned to the Secretary before the tenth day of April, and by him delivered to the Committee on Rights and Privileges. This committee shall sort and count the votes, and make a return of the same to the President on or before the twentieth day of April; the person obtaining the largest number of votes in each State for Chief Consul shall be elected, and person receiving the largest number of votes as Representatives shall be elected.

Sect. 3. Each State Division may make such rules and regulations, not inconsistent with the Constitution of the League, regarding the method of apportioning, casting, and counting the vote for Chief Consul and Representatives as its officers may adopt, providing only that the number of Representatives so chosen shall be indicated by the membership of the Division on March 1. Each vote shall be signed by the member voting, and in this case returned to the Secretary of his Division before the tenth day of April. A correct copy of such special regulations and official notice of their adoption shall be filed in the office of the Secretary of the League to render this permission operative, and in such cases the vote shall be canvassed in the Division, and the result thereof certified by the Secretary of the Division to the President of the League on or before the twentieth day of April in each year.

Sect. 4. The President shall, on or before the first day of May, declare the result of the election, cause the same to be published without delay in the official organ, and also notify every member of the Board of Officers and person so elected of the result.

The object of these changes is to place the annual elections in the summer, at a time when wheelmen are most active. Also to correspond to the dates fixed upon in the reorganization that the next election may be deferred to July, when it may be held under the new constitution. This will enable the reorganization scheme to go into effect at once, instead of lying over for one year from next July.

CHARLES S. BUTLER, Chairman.  
WM. W. SHARE,  
VINSLAW TRACY WILLIAMS.

The report was adopted, and in consequence the changes in rules will go into immediate effect.

Chairman Luscomb of the Rights and Privileges Committee reported that no matter had been referred to them since the last meeting which required an expenditure from the League treasury.

The Membership Committee reported that it had no cases on hand, and no reports were received from the Committees on Racing and Transportation.

Chairman Luscomb reported for the Committee on Re-organization. He stated that since the committee was appointed a year ago, its members had carefully studied the subject of re-organization, and had consulted and received valuable advice from many of the League's old and prominent members. They had endeavored to frame their report in accordance with the wish of the greatest number of members, and had given particular attention to the primary object of their work, the granting of more power to the State Divisions. The committee had received numerous letters of advice on the advisability of abolishing the amateur distinction, and a request to do away with the rule had been received from the Iowa Division. The draft of the proposed new constitution was then read, as follows:

#### PROPOSED CONSTITUTION "L. A. W."

##### ARTICLE I.

Section 1. This organization shall be known as the League of American Wheelmen.

Sect. 2. Its objects are to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; to facilitate touring and to secure improvement in the condition of the public roads and highways.

##### ARTICLE II.

Sect. 1. The League shall be a confederation, composed, First, of all State Divisions now having one hundred or more resident League members, and such as may hereafter reach that limit, and

Second, of one or more Territorial Divisions of not less than one hundred League members each, constituted of League members not connected with State Divisions.

Sect. 2. State Divisions shall organize by the adoption of this Constitution and the election of a Chief Consul, a Vice Consul and Secretary-Treasurer and representatives, as hereinafter provided.

Sect. 3. States and other geographical tracts, containing less than one hundred League members shall be grouped into Territorial Divisions containing not less than one hundred members each. Such Divisions shall be designated and located by the Committee on Membership and Appointment, due regard being had to geographical situation. After such appointment, each Territorial Division shall organize as provided in the case of State Divisions and in the event of their failure to select the officers prescribed in Sect. 2 of this Article, within two months after apportionment, the President of the League shall appoint.

Any subdivision of such Territorial Division attaining the limit of one hundred may, upon application to the Committee on Membership and Apportionment, be declared and created a State Division, entitled to all rights and privileges as such, provided such action shall not reduce such Territorial Division below one hundred. The action of the Committee on Membership and Apportionment shall be subject to review before the Committee on Rights, Privileges and Appeals, at the instance of any subdivision claiming a grievance.

##### ARTICLE III.

Sect. 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

Sect. 2. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Membership Committee, he shall become a member of the League.

Sect. 3. Each such applicant shall pay to the Secretary of the League an initiation fee of one dollar and the sum fixed by the Division in which he shall become a member, for annual dues; such dues to be paid on or before May 1st in each year. The Secretary shall retain from such annual dues and from all renewals, an annual per capita tax of fifty cents.

The balance of such annual dues and the whole amount of the initiation fee shall be returned by the Secretary to the Secretary-Treasurer of the Division, quarterly.

Sect. 4. Any member failing to pay his dues as above provided before the first day of July following, his membership shall be forfeited and the Secretary shall cause his name to be stricken from

the rolls. Any member having thus defaulted, can again become a member only in the manner provided in Sect. 1 of this Article.

Sect. 5. Each Division must, on or before the first day of April, file in the office of the Secretary of the L. A. W. a certificate stating the amount fixed as its annual dues, and in default thereof the amount shall be fixed by the Executive Committee of the League.

#### ARTICLE IV.

Sect. 1. The management of the League shall be vested in a National Assembly, consisting of the Chief Consuls, Vice-Consuls and Delegates from the several Divisions, to be elected as herein-after provided, which shall have power to make by-laws for the guidance of the League, to establish regulations for the government of Divisions in the relations to the League and to each other, and to generally direct and decide in all matters not provided for in this Constitution. Fifteen members personally present shall constitute a quorum for the transaction of business.

Sect. 2. Each Division shall elect a Chief Consul, Vice-Consul, Secretary-Treasurer and Representatives annually, between the 15th day of July and the 15th day of August, as follows:

One Representative for each 100 resident League members, also one Representative from each League Club of not less than twenty members, and an additional Representative for each fifty members upon its roll on July 1st. Club Representatives to be chosen each by the Club of which he is a member. These shall constitute the Division Board of Officers.

Sect. 3. Each Division shall adopt for its guidance, By-Laws, Rules and Regulations, not inconsistent with the National Constitution and By-Laws. The term of office of all Division Officers shall commence on the 1st day of September in each year.

Sect. 4. Each State Division Board of Officers shall hold its annual meeting in the month of September, and shall then elect from the Division one Delegate for each two hundred members upon its roll on September 1st. Such Delegates, together with the Chief Consul and Vice-Consul, shall constitute the National Assembly of the League of American Wheelmen.

#### ARTICLE V.

Sect. 1. The Annual Meeting of the National Assembly shall be held on the third Monday in February in each year.

Sect. 2. Special business meetings shall be called by the President upon the written request of not less than fifteen delegates, and from not less than five Divisions; thirty days notice of such meeting must be given in the official organ, with a statement of the business to be transacted at the meeting, and no other business shall be considered.

#### ARTICLE VI.

Sect. 1. The officers of the League shall be a President, Vice-President, Treasurer and Secretary, who shall be elected by the National Assembly, at the annual meeting, provided, however, that the Secretary shall hold office as long as he shall render satisfactory service. The National Assembly may, however, by a two-thirds vote of the members and proxies present at any meeting, declare the office of Secretary vacant and hold an election for his successor, one month's notice thereof having been given.

Sect. 2. There shall be the following National Committees:

- I. Executive and Finance.
- II. Membership and Appointment.
- III. Rights, Privileges and Appeals.
- IV. Rules and Regulations.
- V. Improvement of Highways.
- VI. Transportation.
- VII. Racing.

Sect. 3. Officers and Chairmen of Standing Committees, if not members of the National Assembly when chosen, shall be members of that body during their term of office.

#### ARTICLE VII.

Sect. 1. This Constitution may be altered or amended by a majority of the members voting in person or by proxy at a Constitutional Convention called therefor.

The President shall call such a convention upon the written demand of not less than fifty members, at least ten from each of five Divisions, giving one month's notice thereof, by publication in the official organ.

Proxies for unattached members may be cast, but no member may vote more than twenty-five such proxies.

Fifty members personally present shall constitute a quorum.

#### ARTICLE VIII.

Sect. 1. The League shall provide and furnish an official organ, to be known as the *L. A. W. Bulletin*, which shall be distributed to the membership without charge.

#### ARTICLE IX.

Sect. 1. Any wheeling club in the United States that shall have in its by-laws a provision requiring every active member to be a member of the League of American Wheelmen, and that shall file annually with the Secretary of the L. A. W. a certificate thereof, shall become a League Club, and entitled to all the privileges accorded League Clubs under this Constitution. The number of votes that any League Club shall be entitled to cast, through its delegates, at any Constitutional Convention, shall be one vote for every member of said club in good standing upon the rolls of the League. Representatives from League Clubs shall file with the Secretary a certificate of their election, signed by the President and Secretary of the club which they represent.

CHARLES T. LITSCOMB,	} Committee on Reorganization.
CHARLES S. BUTLER,	
JAMES B. DUNN,	
GEORGE R. BIDWELL,	

Vice-President Hayes moved that the report be referred to the Constitutional Convention which it was proposed to hold in Baltimore next June.

Mr. Clapp thought it was desirable to discuss some of its provisions, so as to be able to make recommendations to the Constitutional Convention. Several others agreed with Mr. Clapp, and there seemed to be considerable opposition against the clause which allows League clubs special representatives. Mr. Hayes' motion finally prevailed, however, and the committee was continued, with instructions to prepare a set of bye-laws for consideration at the Convention in June.

Mr. Kirk Brown entered a complaint regarding the trouble that members distant from Philadelphia have in obtaining the League uniform. After some discussion, during which Mr. Bidwell stated that the Philadelphia firm had the contract for furnishing the suits for three years and that he had heard of no complaints, the matter was referred to the General Committee on Grievances.

The following letter was then read:

*T. J. Kirkpatrick, President, and Board of Officers, L. A. W.*

It is with great pleasure that I act to-day in accordance with the instructions of a large and representative meeting of this division, held on the evening of January 7, in this city, and on behalf of the Maryland Division and the citizens of Baltimore, do most cordially invite the League of American Wheelmen to hold its next annual meeting in this city on the 18th, 19th and 20th of June next.

Should it be your pleasure to accept the above invitation, the members of this division will endeavor to make the ninth annual meet the most successful one in the history of the L. A. W. Awaiting your reply, we are

Most fraternally yours,  
A. E. MEALY, Chief Consul.  
R. M. LOCKWOOD, Sec.-Treasurer.

On motion of Chief Consul Jessup, the invitation was accepted with thanks.

A recess for dinner, and to await the Wells' committee report, was taken at 1 o'clock.

The committee remained in session until nearly 5 o'clock. They were then ready to make a report, but this was rendered unnecessary by the unexpected resignation of Mr. Wells. The resignation was accepted by Chief Consul Jessup, and this, of course, effectually settled the matter, for the committee had been appointed solely for the purpose of considering the justice of his confirmation as a member of the board. A desire was expressed by a few of the members to hear the report of the committee, but this was deemed unwise by the majority. Mr. Jessup expressed in very warm terms his appreciation of the courtesy extended the Pennsylvania Division in this matter, and said that whatever had been the decision of the investigating committee, the State would have been content. Mr. Wells stated in his letter of resignation that he would be a candidate for representative at the next election. If he is elected by the League members of his state the Board of Officers will probably make no effort to prevent him taking his seat.

Eugene Aaron was once more the subject of discussion by the board. Mr. Read, of Pennsylvania, made some very severe criticisms upon certain actions of that gentleman, and asked for a return of the bond which he had signed when Aaron was made Secretary-editor. He thought that under the circumstances he should not be held responsible for the money which it was claimed the ex-Secretary still owed the League.

Mr. Beckwith moved that Mr. Read be given his bond and that the whole matter be dropped forever. The motion prevailed unanimously.

There being no further business for consideration, the board adjourned at 5:30 o'clock.



ABBOT BASSETT, Secretary-Editor.

#### LEAGUE OFFICERS.

PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.  
VICE PRESIDENT.—H. W. Hayes, 103 State St., Boston, Mass.

TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

#### STANDING COMMITTEES.

MEMBERSHIP.—James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard St., Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet St., New Orleans, La.

RIGHTS AND PRIVILEGES.—C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, *Herald* Building, Boston, Mass.; A. Moore Berry, 421 Olive St., St. Louis, Mo.

RULES AND REGULATIONS.—C. S. Butler, 263 Main St., Buffalo, N. Y.; W. W. Share, 336 Navy St., Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

RACING BOARD.—Dr. J. H. Cooley, Plainfield, N. J.; W. M. Brewster, 309 Olive St., St. Louis, Mo.; Chas. H. Potter, 99 Superior St., Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.; Sanford Lawton, Springfield, Mass.; Col. Geo. Sanderson, Scranton, Pa.

TRANSPORTATION.—Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred. T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 323 West 58th St., New York; W. S. Bull, 360 Main St., Buffalo, N. Y.

TOURMASTER.—W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 608 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sandries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 129—Total 68.

Boston, March 9, 1888.

#### CALIFORNIA DIVISION—2.

San Francisco Bi. Club.  
17800 Currah, J. M., 413 Bush st., San Francisco.  
Unattached.  
17801 Waite, F. W., Riverside.

#### CONNECTICUT DIVISION—6.

Hartford Wheel Club.  
17802 Smith, R. F., 148 Wethersfield ave., Hartford.  
17803 Shew, W. A., 159 " " "  
Naugatuck Wheel Club.  
17804 Dayton, A. W., Naugatuck.  
Waterbury Ramblers.  
17805 Hughes, W. G., Waterbury.  
Unattached.  
17806 Bennett, Fred. F., 236 Main st., Hartford.  
17807 Johnson, Morgan, 202 Main st., " "

#### DELAWARE DIVISION—5.

Wilmington Wheel Club.  
17808 Baird, Chas. M., 903 W. 9th st., Wilmington.  
17809 Elliott, Clarence A., 127 Elliott ave., " "  
17810 Hukill, A. Wallace, 429 E. 5th st., " "  
17811 Kurtz, F. L., 4th and Poplar sts., " "  
Unattached.

17812 Pierson, C. E., 502 Market st., " "

#### DISTRICT OF COLUMBIA DIVISION—1.

Unattached.  
17813 Jenkins, Dr. Ralph, Homoeopathic Hospital, Washington.

#### FLORIDA—8.

Jacksonville Wheelmen.  
17814 Benedict, W. N., Jacksonville.  
17815 Caldwell, H. W., " "  
17816 Emery, Geo. W., " "  
17817 Hosmer, L. D., " "  
17818 Parker, M. L., " "  
17819 Ritzewoller, Alex., " "  
17820 Sanderson, E. M., " "  
17821 Wilson, Lorenzo A., " "

#### ILLINOIS DIVISION—4.

Illinois Cycling Club.  
17822 Story, F. A., 788 Walnut st., Chicago.  
17823 Strecker, Geo., 48 Fowler st., " "  
17824 Toepel, A. F., 336 Ohio st., " "  
Quincy Bi. Club.  
17825 Thompson, Thos. E., 25 N. 5th st., Quincy.

#### INDIANA DIVISION—1.

Indiana Wheelmen.  
17826 Hay, Thomas, 18 Martindale Bk., Indianapolis.

#### IOWA DIVISION—1.

Unattached.  
17827 McAuley, J. F., Box H, Osceola.

#### KANSAS DIVISION—1.

Olathe Wheelmen.  
17828 Gale, E. P., Olathe.

#### KENTUCKY DIVISION—1.

Unattached.  
17829 Russell, Tom, Maysville.

#### MARYLAND DIVISION—1.

Unattached.  
17830 Knoop, J. F., 1538 W. Baltimore st., Baltimore.

#### MASSACHUSETTS DIVISION—16.

Conomo Bi. Club.  
17831 Hersey, Alfred E., Box 175, Manchester.

Unattached.  
17832 Atkinson, Chas., 32 Pemberton sq., Boston.  
17833 Jones, E. W., Commonwealth Bank, " "  
17834 Kilby, Quincy, Hotel Chapman, " "  
17835 Dooque, Wm., Manchester.  
17836 Patch, H. R., 87 Cedar st., Malden.

#### MICHIGAN DIVISION—2.

Star Bi. Club.  
17837 Beadle, Harry E., 36 Myrtle st., Detroit.  
Unattached.  
17838 Robbins, N., Jr., Grand Haven.

#### MISSOURI DIVISION—1.

Unattached.  
17839 Peckham, Geo. F., Street Dept., City Hall, St. Louis.

#### NEBRASKA DIVISION—1.

Plum Creek Wheel Club.  
17840 Powell, Ben E., Plum Creek.

#### NEW JERSEY DIVISION—2.

Unattached.  
17841 Ahern, H. Edw., Summit.  
17842 Williams, J. M., " "

#### NEW YORK DIVISION—13.

Albany Bi. Club.  
17843 Minch, Chas. H., 465 Madison ave., Albany.  
Albany Wheelmen.  
17844 Van Wie, John Jr., Post Office, " "  
Manhattan Bi. Club.  
17845 Allen, A. C., Jr., 62 Cedar st., New York.  
17846 Kane, Frank deG., 204 W. 23d st., " "  
17847 Ritter, Washington, 30 Broad st., " "  
Pawling Bi. Club.  
17848 Cole, Albert S., Pawling.  
Walton Bi. Club.  
17848 Hodge, R. J., Walton.  
17849 Pond, E. W., " "  
Unattached.  
17850 Allis, J. W., Little Falls.  
17851 Batchelder, A. G., "Courier" Office, Buffalo.  
17852 Boyd, F. J., 95 Cannon st., Poughkeepsie.  
17853 Corey, Charles D., McGrawville.  
17854 Rich, Frank H., 285 Alexander ave., New York.

#### OHIO DIVISION—3.

Central Wheelmen.  
17855 Milholland, Geo. W., Lockland.  
Unattached.  
17856 Bowen, Fred. J., 324 W. 3d st., Dayton.  
17857 Marriot, E. L., Dupont.

#### PENNSYLVANIA DIVISION—4.

Unattached.  
17858 Gray, Addison H., Franklin.  
17859 Kelly, E. J., Monongahela City.  
17860 Mears, Fred. K., 10 N. 6th st., Philadelphia.  
17861 Wheeler, Mrs. S. A., 468 S. Main st., Wilkes Barre.

#### RHODE ISLAND DIVISION—3.

Kent Co. Wheelmen.  
17862 Weld, Charles H., East Greenwich.  
Unattached.

17863 Bugbee, Geo. W., 140 Clifford st., Providence.  
17864 Carr, Franklin, 337 Friendship st., " "

#### TENNESSEE DIVISION—2.

Clarksville Cyclers.  
17865 Hodgson, Lec., Clarksville.  
17866 Payne, Alex. G., " "

## Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, .....

Club, ..... P. O. Address, .....

City and State, .....

References: .....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August or September, enclose \$1.50; in October, November or December, enclose \$1.25.

—If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

## LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888:—

Walton Bicycle Club, Walton, N. Y.  
Weedsport Bicycle Club, Weedsport, Pa.  
Lockport Wheelmen, Lockport, N. Y.  
Buffalo Rumbler, Buffalo, N. Y.  
College Hill Bicycle Club, College Hill, O.  
Marion Bicycle Club, Marion, Ohio.  
Omaha Wheel Club, Omaha, Neb.  
Ottawa Wheelmen, Ottawa, Kansas.  
Albany Wheelmen, Albany, N. Y.  
Jacksonville Wheelmen, Jacksonville, Fla.

All membership in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

## RENEWALS.

BOSTON, March 3, 1888.

List 13.

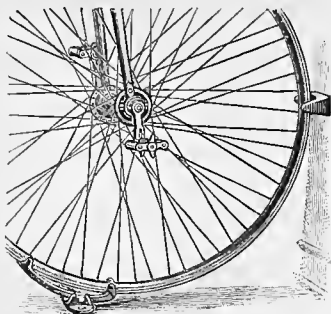
The following renewals are received to date:

Arkansas.....	1	Nebraska.....	45
California.....	34	New Hampshire.....	9
Colorado.....	1	New Jersey.....	146
Connecticut.....	101	New York.....	400
Dakota.....	2	North Carolina.....	2
Delaware.....	11	Ohio.....	197
District of Columbia.....	8	Pennsylvania.....	260
Georgia.....	1	Rhode Island.....	33
Illinois.....	114	Tennessee.....	7
Indiana.....	40	Texas.....	3
Iowa.....	7	Utah.....	3
Kansas.....	21	Vermont.....	12
Kentucky.....	11	Virginia.....	19
Louisiana.....	3	West Virginia.....	1
Maine.....	60	Wisconsin.....	10
Maryland.....	51	Canada.....	1
Massachusetts.....	267	Nova Scotia.....	1
Michigan.....	33	Total.....	1970
Minnesota.....	9		
Missouri.....	48		

## THE BUFFALO BICYCLE STAND

—FOR—

### CLUB HOUSES & DEALERS' WAREROOMS.



Price, 50 cents.

Buffalo Home Trainer, Price \$30.

E. N. BOWEN,

385 Main St., Buffalo, N. Y.

Mfr. of Accessories. Repairing a Specialty.

## STEEL BALLS

FOR ANTI-FRICTION BEARINGS.

—OF BEST CAST STEEL.—

HARDENED, GROUND AND BURNISHED.

-16 to 3 diam. Samples and Prices on application.

SIMONDS ROLLING-MACHINE' CO.

FITCHBURG, MASS.

BETTER THAN EVER.

## PUNNETT'S

### JERSEY CLOTH GARMENTS.

Knee Breeches only \$4 a Pair.

### Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,

ROCHESTER, N. Y.

### The Brooks Ideal Cyclometer.

SIMPLEST, MOST RELIABLE and BEST.

Fully Warranted, only \$5.00.

SEND FOR CIRCULAR TO

Brook's Odometer Co., Lowell, Mass.

## THE BICYCLING WORLD

### Job Office.

Estimates made on all sized jobs from a Business Card up to a Full Catalogue.

12 Pearl St Boston, Mass.

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."

THE "ROVER" has set the fashion to the world.—The Cyclist.  
THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.  
THE "ROVER." The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.  
THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.  
THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.  
THE "ROVER." On this machine some startling speed rates may be look for.—Bazaar.  
THE "ROVER." Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.  
THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.  
THE "ROVER" has been attended by an enormous amount of success.—Athletic News.  
THE "ROVER." For night riding its equal would be hard to find.—Bicycling News.  
THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.  
THE "ROVER." We have the highest opinion of this machine.—Irish Cyclist.  
THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.  
THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.  
THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.  
THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.  
THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.  
THE "ROVER" is the best hill climber on the road.—The Presbyterian.  
THE "ROVER" is built on the soundest of principles.—Weekly Budget.  
THE "ROVER" is speedy, comfortable and safe.—Colonies and India.  
THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.  
THE "ROVER" continues to merit my warmest confidence.—Health.



THE "ROVER" is a wonderful machine.—Hardware Trade Journal.  
THE "ROVER" on which record was so badly beaten.—The Cyclist.  
THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette.  
THE "ROVER" attracts a great amount of attention.—Bell's Life.  
THE "ROVER" was, of course, well to the fore.—Land & Water.  
THE "ROVER" is a very excellent machine.—Colonies and India.  
THE "ROVER" runs with remarkable steadiness.—The Bazaar.  
THE "ROVER." We always use a "Rover."—Tricycling Journal.  
THE "ROVER." The 100 mile race was marvellous.—Citizen.  
THE "ROVER" is the fastest and safest machine.—Knowledge.  
THE "ROVER." This machine is *par excellence*.—Knowledge.  
THE "ROVER" presents many features of interest.—Health.  
THE "ROVER" is a splendid hill climber.—Bicycling News.  
THE "ROVER" is a sterling machine.—English Mechanic.  
THE "ROVER" is exceedingly well received.—Ironmonger.  
THE "ROVER" proved to be as fast as predicted.—Field.  
THE "ROVER" is learned in ten minutes.—Irish Cyclist.  
THE "ROVER" now so well known.—Bicycling News.  
THE "ROVER" does not slip sideways.—The Cyclist.  
THE "ROVER" is a perfect beauty.—Cycling Times.  
THE "ROVER." The success of the year.—Bazaar.  
THE "ROVER." A most luxurious vehicle.—Youth.  
THE "ROVER" is a perfect demon.—Wheeling.



## STARLEY & SUTTON, "Meteor" Works, West Orchard,

### COVENTRY.



OUR ATTENTION IS CALLED TO THE COLUMBIA ELLIPTICAL, COLD-DRAWN, SEAMLESS-STEEL, TUBULAR REAR FORKS  
USED ON THE EXPERT AND LIGHT ROADSTER.



CATALOGUE FREE.

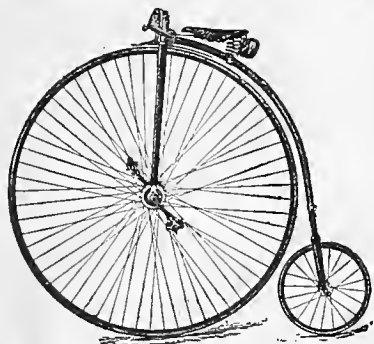
POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.

# FORKS ON COLUMBIAS

GREATEST POSSIBLE RIGIDITY FOR GIVEN  
WEIGHT OF METAL.

IN ONLY THREE PIECES.

A RECORD OF NEVER BREAKING OR  
TWISTING.



## The Rudge for 1888.

(Catalogues Now Ready.)

This favorite line of cycles is presented for 1888 with renewed confidence that no better machines are offered on the American market.

If YOU have not chosen your mount for the season don't fail to examine the RUDGE catalogue.

## H. M. SABEN.

152 Congress Street, Boston.

Is there is an agent for the RUDGE in your vicinity? If not apply as above.

# 

\$1.00 a Year.  
5 cents a copy.

BOSTON, 16 MARCH, 1888.

Volume XVI.  
Number 20.

1

OVERMAN WHEEL Co., Boston.

*Gentlemen:* We, the undersigned, can vouch from experience as to the strength and superior running qualities of the "Victor" bicycles. Out of 23 members, we have 22 "Victor" riders. We find it the only wheel that will stand the rough roads and enable us to climb the hills in our rough and hilly country.

Yours, etc.,

KENTON WHEEL CLUB.

Covington, Kentucky.

*Above appeared in "The Wheel," Feb. 17,*

OVERMAN WHEEL COMPANY, Boston, Mass.

COVINGTON, Ky., Feb. 28th, 1888.

*Gentlemen:* Please find enclosed a letter from —, of —, Ills., together with a press copy of our reply. We have related to them a few facts about the "Victor" Bicycle, and doubt whether or not their opinion will be changed, as some people are so "hard-headed" or stupid that they fail to recognize a good Bike when they see it. A few days since a party of wheelmen were gathered together discussing the various 1888 pattern Bicycles, when one of the party remarked: "— has bought a — wheel," and this remark was followed with something like this from a "Victor" rider, of course: "Poor chump! I tell you boys, I really feel sorry for the fellow who is foolish enough to buy any other Bike than the 'Victor.'"

Your machines are steadily gaining favor both here and across the river in Cincinnati.

We are, yours truly,

KENTON WHEEL CLUB,  
Edward C. Toie, Secretary.

2

3

KENTON BICYCLE CLUB, Covington, Ky.

—, Ills, Feb. 22d, 1888.

*Gentlemen:* We note in late bi. papers the O. W. Co.'s ad. to the effect that all of the members of your club, but one, ride Victors, finding them the only suitable wheels for your roads. As it is seldom that an entire club choose the same machine, we would be glad to know whether the testimonial is a genuine one. Sometimes such things get "twisted," you know. We enclose stamped addressed envelope for your reply, and would like to hear from you soon.

Yours truly,

4

Messrs. —, —, Ill.

COVINGTON, Ky., Feb. 28th, 1888.

*Gentlemen:* Yours of 22d inst. is received and contents noted. We had supposed that the authenticity of this testimonial would be doubted, but will say that our testimonial, like the wheel we ride, is true in every respect. We have learned to honor the "Victor" Bicycle and its manufacturers from long experience; that is, since that wheel was placed on the market in 1885. Our assertion that it is "the only wheel that will stand our rough roads and enable us to climb all hills in our surrounding country," is plain, unadulterated truth, ascertained after five years' experience with almost every make of wheel ridden in the United States.

We have in our club some of the hardest riders in this vicinity, and with rough and hilly roads our "Victors" are given severe tests. Three years ago, five-sixths of the members of the Kenton Wheel Club rode direct spoke wheels, and it is safe to say that had not the tangent spoke wheel come into existence this club surely would have ceased to live, as these wheels were constantly going to pieces; so great is the vibration caused by the rough roads, that it was impossible to keep the spokes tight and prevent the rim of front wheel from forming the familiar shape something like a figure "8." The "Victor" has remedied all these faults; no more loose spokes; no more "backed" wheels; no longer are we compelled to carry with us a box of tools to be used to keep our wheels in riding condition; its hill climbing and easy running qualities are too well known for further comment.

Racing in this vicinity is done on roadster wheels; the condition of tracks will not permit the use of racers; out of 21 local races, 18 were won on "Victors;" racers who ride other makes will never refuse the chance to race on a "Victor;" in fact, in all hill climbing contests and all long distance runs, the "Victor" is preferred. Gentlemen, these are facts; we are not prejudiced; we are not the only "Victor" riders; in Cincinnati to-day nine-tenths of the wheelmen riding other than "Victors," are anxious to dispose of their present mounts, and get the most perfect wheel made. We are glad that you made inquiry of us as to the genuineness of this testimonial, as we can clearly understand how doubtful it may appear for an entire club to choose the same machine; we trust, however, that after having become more familiar with the "Victor," or after having ridden it, that you more fully appreciate its merits. Our intercourse with the Overman Wheel Company has been such as to convince us that they are too honorable to publish bogus testimonials, especially as their mails daily bring them unsolicited words of praise. We would be pleased to hear from you the opinion of the "Victor" in —. We are, respectfully yours,

KENTON WHEEL CLUB,  
Edward C. Toie, Sec.

NOTE—The wheels in the Kenton Club are all highest grade, tangent spokes, hollow rims, and were not bought because they were cheap. Boys buy cheap wheels—men buy good wheels.

ONE WAY TO DETECT APES—WATCH THEM COPY THE VICTOR ADVERTISING.

Send to OVERMAN WHEEL CO. for New Catalog. - - - BOSTON.

# THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

**BALTIMORE, MD.**

---

**Write for Our 1888 Catalogue.**

**New Rapid Roadster,**

**New Rapid Light Roadster,**

**New Rapid Safety,**

**QUADRANT TRICYCLE, No. 8, for Gentlemen,**

**Quadrant Tricycle, No. 14, for Ladies and Light Gentlemen,**

**Quadrant Tandem, No. 15. Two Ladies can ride.**

---

We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

**KING OF THE ROAD LAMPS,**

and shall be pleased to give quotations.

---

**Agents Wanted for our Cycles and Sundries in unoccupied territory.**

## This Should also Interest You.

I have just received my first consignment of the **VOLUNTEER COLUMBIA**, and am pleased to be able to offer my customers so good a bicycle at so reasonable a price. A 50-inch with all improvements, \$100.00.

Old riders will, of course, prefer the Expert or Light Roadster, but those who want a first-class wheel and have only a limited sum of money to expend, should examine The Volunteer. There seems to be a big demand for Cyclometers and Lamps this Spring, and I am carrying a complete stock of all leading makes, as well as all little odds and ends incident to a cyclist's outfit.

My store will be open evenings after April 1st.

**GEO. R. BIDWELL,**  
313 West 58th Street, New York.  
NEAR THE PARK.

### FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ~~25~~ Cash must accompany the order.

**FOR SALE**—48-in., '87, Special Star; balls to small wheel; hollow framing, ramshorn bars and spade handles; cricket saddle, Lakin's Standard Cyclometer. In perfect condition. Price \$115. A. B. SCHNEIDER, 37 Stebbins st., Springfield, Mass.

**SPRINGFIELD TANDEM**—Used last season; in good condition. For Sale Cheap. JOSEPH SMITH, 27 Winthrop st., Charlestown, Mass.

**FOR SALE**—50-inch Columbia Light Roadster, standard finish, hall bearings all around, cow-horn handle bars, Kirkpatrick saddle; in first-class condition. For particulars address P. O. Box 2151, Ithaca, N. Y.

**FOR SALE**—52-inch American Light Champion, with extra heavy spokes in rear wheel, 1887 pattern. Been ridden only 4 months. \$90.00 spot cash takes it. A. J. CUSSON, 1315 N. Jefferson street, Bay City, Mich.

**FOR SALE**—A Marlboro Club Tandem; new last season; in first class condition. G. J. McARTHUR, 23 Union St., Boston.

**FOR SALE**—Marlboro' Club Tandem, \$125. 6x7 Photo. Outfit (cost \$80), \$60. ~~25~~ Send stamp for particulars. H. R. BRYAN, Hudson, N. Y.

**JOHN HARRIOTT,**  
MANUFACTURER OF  
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**E\*V\*E\*R\*Y\*T\*H\*I\*N\*G\*A\*S\*T\*A\*R**

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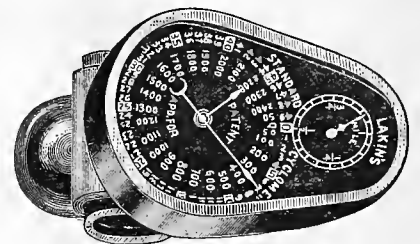
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(Yost & McCune Patent.)

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Against "Henders" Made.  
It is the Best, and it is also the  
Cheapest.  
Do not buy a wheel before you see the  
SPRINGFIELD ROADSTER.



This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with Nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered to the public.

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## The 1888 Pattern Springfield Roadster for \$100,

Has ball bearings all around, and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

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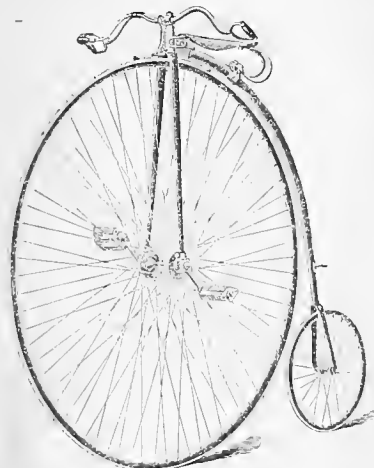
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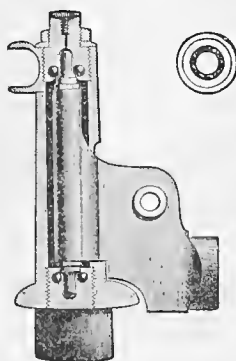
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a remarkable demand.  
A SUPERB LIGHT ROADSTER.  
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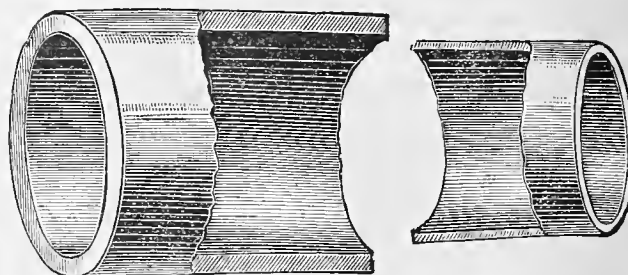
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Found in No Other Wheel.



Trigwell Ball Head.

1000 miles without oiling  
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ity and ease of steering.  
Greatest of modern im-  
provements.



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**Warwick's New Perfection Backbone,**  
giving increased thickness and strength at upper end, where is the greatest  
strain. No spreading of backbone after riding.



No a Buckled Rim Last Year.

**Warwick's  
New Rim.**  
No Seam  
outside.  
Thickened  
Metal  
at Bottom.

To find out what the New  
Mail is read the Testimonials  
of many of the leading and  
hardest riders in the country  
contained in our Catalogue.

Send for it.

Not a Broken Backbone Last Year!

MANUFACTURERS,

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Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

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GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

For rates, etc., address Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 16 MARCH, 1888.

TO correspondents: We suppose your contributions are laying quietly in some snow drift. Many are missing up to the time of closing the forms.

THE new *Wheel* seeks success in the "pursuit of a mind-your-own-business-and-keep-your-nose-clean policy." We trust the latter occupation will not seriously interfere with Brother Prial's editorial duties.

W. E. CRIST, "a famous American amateur," is to visit England this summer, and join a team of racing men. We wonder if some one won't pry into Crist's affairs and ask him what are his means of support.

JUST as we go to press we are advised that the "Liberty bill," relating to the use of bicycles and tricycles on the roads of New Jersey, was passed by the Senate of that State last Wednesday afternoon, and now becomes a law. This is one more nail in the coffin of genus "Road Hog." Jersey will no longer be looked on as an alien country.

TO the ladies we desire to say a word in reply to numerous inquiries as to whether a portion of our paper will not be devoted to their use. We most sincerely hope that the ladies will use the columns of our paper in free interchange of ideas and opinions. Any ladies who may desire to favor us with letters treating of the sport from a feminine point of view may rest assured that we shall be most delighted to give same attention and space.

IF our paper is late this week the fault cannot be placed at our door. The storm, such as has not visited this region in years, has caused a congestion of mail at the post office that will take days to start moving in a normal way again. Six days work will have to be crowded into three or four days, and so some one will have to suffer delay and inconvenience. The storm has also shut off some of our correspondents' usual contributions.

OUR Washington correspondent is right in thinking that we have not ridden a lady's bicycle. We have, however, ridden tricycles and safeties and we still maintain the opinion that rear-driving safeties are dirtier than tricycles. We would be pleased if our friend would send us a description of the safety Washington ladies are riding with such zeal and satisfaction. We are gallant enough to wish the ladies to have the best of machines, be they of two or three wheels.

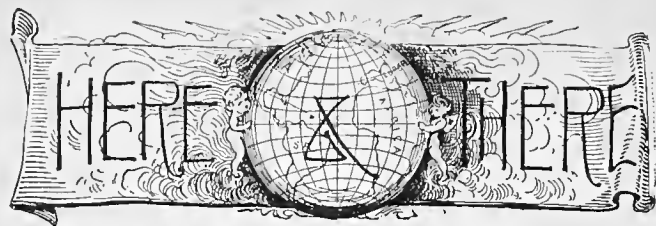
THE town of South Scituate, Massachusetts, has changed its name to Norwell, in honor of Mr. Henry Norwell of the firm of Shepard & Norwell of this city. It is reported that Mr. Norwell proposes to testify his appreciation of the honor by increasing the income of the town about \$2500 per annum for a term of ten years. As he has been elected surveyor of the town's highways it is fair to presume that they will be well looked after, and that is the reason we note the change of name of South Scituate.

IN the matter of brakes on safeties of the rear-driving class, there seems to prevail an opinion among the most experienced riders of this type that the best is a band brake on the rear wheel. Although we have never tried a band brake except on tricycles, we are inclined to the belief that it would be an improvement over the ordinary spoon. It certainly is the cleaner of the two, and its effectiveness is in no wise effected by the state of the road. But be the brake spoon or band, it should preferably be applied to the driving wheel.

IF one can judge from the number of road racing fixtures, England's wheelmen do not propose to abandon that branch of the sport even if the Union say him nay. How absurd of any one to think they would. Is it likely that ardent wheelmen who will violate the law of the Realm and run the risk of arrest for "furious driving" will meekly bow to the edict of an association. *Wheeling* is the only English cycling paper that seems to regard the question rightly and believes in letting the proper public authorities manage matters within their jurisdiction without outside interference.

WE are gratified to announce that the American team will return to this country in August, and will inaugurate a series of races in the fall. The American team, however, will not have the field clear to themselves, as it is the intention of the best English and continental professionals to also cross the water and try conclusions on some of our best tracks. So anxious are we to do all in our power to resuscitate the waning interest in cycle racing that we deem the proposed coming of the flower of the professional ranks of sufficient importance to editorially call the attention of clubs and race meeting projectors to the fact. Manager Morgan expects to make a season of some ten weeks, commencing the latter part of August, and right here let us say that the high standing of the team's squareness in the English estimation should be a guarantee that the same straight methods will be followed in this country. We believe that, with the advent of these men, the lagging interest in cycle racing will revive. In order to help along the cause we would suggest that race-projecting clubs and associations address Mr. Morgan in our care or the care of Mr. H. E. Ducker, 858 Niagara avenue, Buffalo, N. Y., and particulars will be forwarded by Mr. Morgan or his agents as soon as possible. We want to see racing "move on" this fall, and we think we see in the coming of the professionals a lever to "move" same.

J. G. MURGATROYD, a supporter of Fred Wood, deposited a forfeit to bind a match for Wood to ride Rowe, or any other member of the American team, any distance from one to twenty-five miles, for £50 (open to £100) a side. The race to take place a month after Wood's return to England from the Antipodes.



WASHINGTON.

"C. RICHARDS D."

FOR three weeks past I have not been able to forget the fact that my tandem is stored away in Boston, in curl papers and vaseline, and that I am under sunny skies, wheelers. We at the Hub, do not realize how much the Washington cyclist and cycless have to be thankful for in the way of dry and rideable streets throughout the greatest portion of the year; or how advantageously they may use the wheel in business; but it is a fact that cycling has come down to a more practical common-sense and matter-of-fact basis here, than in other city in the country. There are doubtless scores of riders in Washington, who know little and care nothing for clubs, or the League, or wheel runs, or meets, or any of the parade business of cycling, but who only keep a wheel for every day use, as they would a horse and carriage. A prominent physician of the city, one who attended President Garfield in his last illness, keeps a tricycle solely for night practice—to save time and horseflesh, and he may be taken as the type of a large class.

THE fair sex appear to ride in the same business-like way. In front of Columbian University, one sees locked wheels at all hours of the day, and some of these, particularly during the hours when a public course of lectures are being delivered, are ladies' tricycles. I saw one of these riders "arrive", a few days ago, and the "business" way that she pulled her three-wheeler over the curb, and onto the sidewalk, and, drawing from her hand-satchel a chain and lock, secured it, made me wish that Boston streets were paved with concrete, that the sight might be an every day occurrence with us. But the ladies who ride for pleasure, are decidedly in the minority, by far the larger portion seeming to be young ladies in their teens, or just entering. The practice of hiring wheels, too, is so common, that I fear few wheel riders among ladies are wheel owners.

AND speaking of lady riders, I have lived to see ladies riding a bicycle, and a pretty sight it is, let me assure friend "Daisy", and all other feminine cycling friends at the East. The mount and dismount, I have felt must be an objectionable feature to the use of the two-wheeler by a woman; but both are done so quietly, so quickly, and so simple that the middle aged cyclist who is obliged to execute a series of gymnastic movements, everytime he mounts his wheel, is led to ask: "Why isn't this the thing for me?" As to the bicycle itself, the idea of constructing a modern safety with a U frame, is so absurdly simple, the query suggests itself every day. Why hasn't it been done before? And if all future ladies riders of the bicycle, shall ride as gracefully as three or four I have seen upon the streets of Washington, there is but one thing to be said: That a woman on a bicycle is far more graceful and pleasing an object than the average lady tricyclist, and that is saying a great deal. I have ridden this machine in Washington, both on concrete and dirt roads, and find it quite steady, a feature I am told which makes it easy for a lady to learn to ride it. However, as I am stating simple impressions, I will not ask Eastern friends to take my word for it, but only counsel them to "wait and see". But the ladies' bicycle will have a future, I am sure.

As my key to the cosy club house of the "Capitals" (large Capitals) was found to be quite free from rust, it has admitted me to frequent meetings (and greetings) with old friends during my visit here. Among them may I mention as the brightest, the festivities incident to the annual celebration of Washington's Birthday. It is too late now to give you an account of all the mirth provoking doings of that merry night, but suffice it to say that from the opening remarks of the counsel for the plaintiff, in the case of Hashaway vs. Jenkins, suit for breach of promise of marriage, to Pyramus and Thisbe (extravagantly rendered) and to the digestibles and non-digestibles, fluids, etc., which followed, it was *Capital* throughout. For originality, good fellowship, and ability to run a club on business principles for the benefit of the club as a whole, the Capital Bi. Club offers an example which might be profitably emulated by clubs located "not a thousand miles" from the gilded dome on Beacon Hill. However, club life in the present, in this country, is going through an evolution period, and the same may be said of the art of cycling, for that matter.

KANSAS CITY.

"MENTOR."

As a matter of course the initial number of the *WORLD* was looked for with considerable interest by wheelmen here. On Tuesday I dropped into the United Wheelmen's rooms and I found quite a group reading the new official organ. One and all expressed themselves as more than pleased with the new paper.

A NUMBER of members of the United Wheelmen are agitating the leasing of more commodious quarters. The majority of the members are residents of the East side, and it is expected that the new club will be located east of Main street. Only by constant agitation will the project be carried through to a successful issue.

THE United Wheelmen have adopted the black jersey uniform, with black stockings and hook-down cap.

C. B. ELLIS has united with the club, and one by one the old-time feeling is gradually dying out. Charlie states that he intends doing more riding this season than ever before.

APROPPOS riding Captain Haynes assures me that the club runs this season will be worthy of the name. Wheelmen now are itching for the riding season to open up.

HARRY ASHCROFT, of Dodge City, Kas., late of this city, is fast becoming the Baron Munchausen of the wheeling fraternity. Sunday's *Times* contains an account of a ride he made out in Kansas in a blizzard.

It is not generally known that the Hon. John M. Glover, who is an aspirant for gubernatorial honors in this State is a brother of Grif Glover, of St. Louis, who is a Rambler from way back. This should result in Mr. Glover's election to the highest office in the State.

HARRY G. STUART, Secretary of the United Wheelmen, is engaged on a plan for the forming of a library in the club. He should receive the support of every member in this literary move.

THERE seems to be a demand for wheeling songs. Who will be the first to meet the "long-felt want?"

A WELL-KNOWN wheelman here is thinking seriously of touring to California this summer.

DETROIT.

"TWINKLER."

AT the annual meeting of the Detroit Bicycle Club, the following officers were elected: President, C. A. Lightner; Vice President, A. F. Peck; Secretary, R. Traub; Treasurer, John Hanley; Captain, P. N. Jacobsen; and First and Second Lieutenants, Messrs. Lane and Larmour. The new President, Mr. Lightner, is a hustler, and if the Detroit Bi. Club doesn't do some lively work this season he will know the reason why. Captain Jacobsen is now in New Orleans.

FERRY AVENUE has been paved with asphalt (Detroit's first move in the direction of better pavements), and already our wheelmen are showing their appreciation by frequent visits.

WHO will be the first to ride to the *Pointe* this season? is a question which is already agitating the minds of our wheelmen. Several tried the experiment on Washington's Birthday, but they had to give it up as a bad job.

LIKE our Eastern brethren we want better roads; but the special point of our petitions is: "Oh Father(s) (City Fathers), give us, we pray thee, better pavements, like unto Ferry avenue."

NEWS

AND COMMENT.

AN English sea captain, who is also a great cyclist, always takes along a bicycle and when he touches land, and roads will permit, he takes a spin into the country. He lately took a trip to the Bananas Island, off the West coast of Africa. None of the inhabitants had ever seen such a thing before, and terrified mothers on beholding the frightful thing would hurriedly pick up their open-eyed and open-mouthed progeny and scoot for the woods with all celerity, and then they would remain until the "danger" had passed.

'Tis said that Neilson has gone into the boot and shoe business

THE versatile Senator Morgan claims relationship with Secretary-Editor Bassett.

WOODSIDE and Allard are to ride a ten-mile match on Easter Saturday at Coventry.

THE tandem safety is having some severe tests in England, and so far the verdict is most favorable.

MR. MILTON S. WOOD of Baltimore is in town. He is looking after and getting material for the League meet programme.

FOR the amateur to sell his prizes for filthy lucre is sufficient to cause his suspension at the hands of the N. C. U.

ROWE has already been winning some minor races in England. His style of riding and appearance are universally commented on favorably.

DICK HOWELL remarked that he "would not be beaten by Rowe for all he could see." Mr. Sullivan made a similar remark in regard to Mr. Mitchell.

IT is very doubtful if a single manufacturer or dealer will have a "team" in their employ next season. They are not like Oliver Twist, they *have* had enough.

PRESIDENT KINCH and F. S. Miller, of the Union County Wheelmen, are, with several others, engaged in a project to erect an \$8000 athletic club house in Westfield, N. J.

THE pessimists and optimists in England are all aglow in discussing the changes of German competition in the cycle trade. We think the optimists have the best of it.

"THE merry little yankee," Temple, met with a bad fall at Newcastle-on-Tyne last month. It put the lad on his back for a few days, but we are pleased to note that no bones were broken.

THE Lord Mayor of London and all the members of Parliament are to be invited by the management to witness the next great race between cowboys and cyclists to be held in London this month.

WE have not the result of the six-day race lately run in London, but Young and Battensby were sticking to one another at last accounts, there being only one lap between them at the end of the third day.

"It is an ill wind," etc., again is proven from the fact that the unsettled state of affairs on the Continent have no doubt been a strong factor in driving the Senator and his "galaxy of talent" back to the land where the eagle screams.

WE wish to congratulate the *Wheel and Cycling Trade Review*, our Phoenix-like New York contemporary, on its appearance since the change. The heading is very artistic, and the new make-up is very attractive. We congratulate Mr. Prial.

GOOD news, that contained in Senator Morgan's letter, printed on another page, announcing that he and his team of English, French and American flyers will be in this country next August. This means a boom in racing and consequently we rejoice.

ENGLEHEART's strong-hold is the rear-driving safety. We doubt, however, if Rowe will consent to ride the dwarf machine in the ten-mile match to take place Easter Saturday with the Englishman. Rowe is not used to this type, and we fear defeat, in case he consents to ride the safety.

W. S. MALTBY is in town for a few days. He called on us and stated that after a few months' more exhibition riding through the Eastern States, he would abandon trick riding as a means of livelihood. He is open to engagements, and any letters addressed to him in care of this office will be forwarded.

THE Boston Road Book is out this week. Mr. C. A. Underwood, of the Jamaica Plain Club, the compiler and publisher, has taken especial pains to have this the most complete work of the kind ever issued. No Boston rider of cycles can afford to be without one. The book is printed by the BICYCLING WORLD Co.

ARE the members of the American team really experiencing a change of heart, or are the girls at Newcastle-on-Tyne, England, who attend church, especially attractive? The reason for this query is the following, taken from Senator Morgan: "This is Sunday night and the boys have gone to church, while I stay at home and attend to my correspondence."

THEY have real Christians out on the Pacific slope. Dr. Johnson, of San Francisco, while driving his horse lately, accidentally ran into Mr. U. Rice, who was riding a bicycle. Contrary to the usual custom, the good doctor, instead of swearing like mad at the injured wheelman, went back to his assistance and offered to pay damages, if any. We call the doctor a "thoroughbred."

W. E. CRIST, one of the best American amateurs, sails for England in about two weeks to take part in races during the coming season. W. F. Knapp and Crocker will go over at the same time to join the glad throng of professionals now in England. These two men go over under the auspices of Frank Dole, and will in no way be connected with manager Morgan's merry men, except as they meet in competition. T. W. Eck goes with the party.

SIDEWALK riding in Warren, R. I., will be suppressed, and very properly too.

THE wheelmen of Elizabeth, N. J., in trying to influence the religious societies of their city to purchase tricycles for the clergymen are doing good missionary work. This kind of proselyting seems rather like turning the tables doesn't it?

THE mail and telegraph failing us we are not able to give the result of the six-day race which took place at Philadelphia last week. At last accounts Rhodes led at 134 miles, and all the rest right up within a few laps. It was any body's race on Thursday.

A REFERENCE to the official announcements at the head of our editorial column will disclose the fact that the BICYCLING WORLD Co. has placed Mr. Geo. D. Hazard, No. 83 Equitable Building, in charge of its advertising department. We would refer our readers to this official announcement.

ANOTHER scheme is being pushed in Rochester, N. Y., to build a cycle track along the right side of the Boulevard to the lake. There has already been guaranteed \$200 by F. L. Hughes, R. A. Punnet, Wilmot Castle and Thompson & Kenfield, provided it is finished by June 1. It is to be four feet wide, and it is proposed to charge five cents for the round trip, the guarantors taking \$200 worth of tickets and disposing of them as they see fit.

WE never saw a worse day in Boston than last Monday was. It snowed, it rained and it blew a gale, the very heavens seemed to appreciate the fact that Boston's darling, Boston's little tin god, John Lawrence Sullivan had met with defeat at the hands of one Charles Mitchell, a blarsted Britisher. Boston was a sad place last Saturday and Monday (to say nothing of Sunday), bank presidents, railroad Directors, millionaires, boot blacks and newsboys, alike, showed evidence of crushing calamity. On the crowded streets, all one had to whisper was the name of that hated pug, Mr. Mitchell, and the crowd would disperse and fly from you as from one afflicted with leprosy. Yes, Boston is sad, and so is Sullivan, we hear. Now, if the Fates wish to crush us entirely they will see to it that Howell beats Rowe. What is there in life worth living for in case of such a dire double catastrophe?

THE wheelmen of Northampton, Mass., Springfield and Holyoke, are determined that the proposed cinder path between Holyoke and Northampton shall be an accomplished fact by next fall. The distance is 10 miles over pretty tough roads. The scheme is as follows: To begin with, permission must be obtained from proper authorities, and the path will be located as near the fence as possible and away from the highway so that teams in passing shall not drive over the path and cut it up. About three feet from the boundary fence was the distance aimed at by the constructors of the Binghamton path. The ground is first picked and dug up to the depth of about one foot, and all sods, stones, roots etc., that would tend to crop out after a little wear are thrown out, then the path is raked smooth and rolled thoroughly with a heavy roller. Next come the cinders or, if cinders are not available, ashes makes a good substitute; another rolling of these, and if possible after a rain, when the whole is moist, makes a most desirable path. There are places where deep gulches caused by small streams, are met with and in some cases it is more expedient to construct a rough trestle work and bridge these places than to fill them up. The way this is done is by bringing the trestle work up to the desired height, making a good flooring, perfectly rideable and put a rail on each side sufficiently high for safety. Three hundred dollars has already been subscribed, and there is no doubt but that the required amount, some \$700 to \$800, will be forthcoming.

#### WHEEL CLUB NEWS.

THE annual meeting of the Rhode Island Wheelmen was held Feb. 13th, and the following officers were elected: President, James A. Kinghorn; Vice President, Ansel L. Sweet; Treasurer, Howard L. Perkins; Secretary, Wm. A. Bennett; Captain, James L. Speirs; First Lieutenant, A. F. Titus; Second Lieutenant, Geo. P. Hutchins; Trike Lieutenant, Geo. L. Cooke.

THE Brooklyn (N. Y.) club now propose to build a new club house.

THE Fort Wayne (Ind.) Bicycle club held an informal reception and smoker at their rooms Saturday evening last, March 10.

THE Winona Bicycle club have issued regular blanks and rules for use of those who intend to compete for the long distance record for 1888.

THE Rhode Island Wheelmen, of Providence, gave a most enjoyable ladies' night last Friday. The lady friends of members presented the club with a handsome French clock.

OFFICERS for 1888 of the Cambridge Bicycle Club: President, John Amee; Captain, Geo. A. Perkins; Secretary, Geo. A. Nash; Treasurer, J. H. Daggett; Executive Committee, above officers and Emmons C. Ellis; C. A. Underwood, J. H. Grimes.

At the annual business meeting of the Toledo Cycling Club, held March 5th, the following were chosen officers for 1888 and 1889: President, Fred Boice; Vice President, Geo. S. Mills; Secretary and Treasurer, Geo. S. Waite; Captain, H. Richards; Lieutenant, W. Morgan; Color Sergeant, J. H. Kitchen; Bugler, W. Howell; Members of Club Committee, President, Vice President, Jno C. Keller, and Smith Comly.

THE Wanderers' Bicycle club, of Toronto, last week elected officers as follows: Hon. President, C. H. Riggs; president and vice-president, C. P. Orr and F. T. Morphy; captain and vice-captain, G. H. Orr and D. Nasmith; first lieutenant, B. Brown; second lieutenant, A. S. Rennie; third lieutenant, Geo. Toye; secretary and recording secretary, H. J. Sylvester and J. H. Taylor.

THE Hudson County Wheelmen, of Jersey City, N. J., have elected the following officers for the ensuing year: President, Dr. E. W. Johnson; secretary, Theo. F. Merseler, Jr.; treasurer, Carman Nichols; captain, E. P. Baggot; first lieutenant, W. E. Eldridge; second lieutenant, F. J. Gelberman; sergeant, F. C. Sheldon; R. G., W. Robertson, Jr.; L. G., H. C. Pearsal; bugler, G. L. Bettcher; color bearer, N. E. Feury.

At the annual meeting of the Capital City Cycling club, <sup>at</sup> ~~ington, D. C.~~, held last week Tuesday evening at the Hotel Palace, the following officers were elected for the ensuing year: President, T. F. Sheridan; vice-president, R. N. Baker; secretary-treasurer, W. S. Reed; board of directors, William E. Henkle, Frank Channing, A. A. Billingsley, the president, vice-president, and secretary-treasurer; captain, W. S. Reed; first lieutenant, William H. Burt; second lieutenant, Robert Walker; bugler, A. T. Westlake; color bearer, A. A. Billingsley; quartermaster, J. P. Fogarty. Two new members were mustered in at this meeting, Ralph N. Baker and A. T. Westlake.

On the evening of March 1st the Essex Bicycle Club, now the oldest club in the League of American Wheelmen, if not the oldest bicycle club in America, held its ninth annual meeting, electing the following officers for the ensuing year: John B. Lunger, President; Frederick J. Keer, Vice President; Wm. S. Richter, Secretary and Treasurer; E. Eugene Sargeant, Captain; Madison Ailing, Lieutenant; Elwood C. Harris, Charles Joy and Herbert W. Knight, as members of the Executive Committee. After the usual routine club business, and a general debate as to the best means to advance the welfare of the L. A. W., a recess was taken, while all the members present proceeded to do the usual wheelmen's justice to a dinner furnished by one of our most popular caterers, when the viands having given place to the cigars and the flowing bowl, the meeting was continued, the reports read, the debates taken up, with an unusual display of wit. Not till the hands of the clock, like our wheels, had traveled round many times, did the meeting adjourn.

An event of much interest to Holyoke Wheelmen occurred Friday evening of the past week. It was the inaugural entertainment of the Holyoke Bicycle Club at their new quarters in Rigali's High Street block. Some thirty wheelmen were present, and the presence of talented musicians and singers rendered it an occasion of much enjoyment to those present. The most pleasant feature, however, was the presentation to the club, by Mr. H. M. Senior, the President, of a valuable oil painting, representing the windward work of the Volunteer and Thistle, the handiwork and gift of his wife. The club is now in a flourishing condition, and has club rooms fitted up in elegant style. The officials of the club at the present time are: President, H. M. Senior; Secretary, E. H. Meader; Vice President, M. Druce; Captain, F. L. Arms. The Holyoke Northampton cinder path scheme will soon be a *fait accompli* as the united exertions of Messrs. H. M. Farr and E. C. Clarke have brought the required fund to a point, not far from the necessary amount. The League division treasury and other generous wheelmen need not hesitate in sending along their subscriptions, however small, to further the good cause.

As explained last week, pressure on our space made it necessary to hold over a good deal of interesting matter, among which was an interesting article on the reception given by the Kings County Wheelmen, at their new club house, No. 1255 Bedford Ave., Brooklyn. The affair took place on the evening of Feb. 21, and was one of the most successful ever given by any club. City officials and prominent business men of Brooklyn and New York were present. Speeches were made by many, and a fine time generally was had. The K. C. W. club house is one more added to the already long list of palatial club houses in the country. The

present Board of Officers of the Kings County Wheelmen is composed as follows: Franklin W. Loucks, President; F. W. Lovejoy, Vice President; Melville H. Leighton, Secretary; T. S. Snyder, Treasurer; Malcomb L. Bridgman, Captain; H. J. Hall, Jr. First Lieutenant; T. C. Crichton, Second Lieutenant; R. W. Steves, Color Bearer; E. R. Nichols, Bugler. The Board of Trustees of the club consists of F. W. Loucks, F. W. Lovejoy, M. H. Leighton, M. L. Bridgman, A. R. Smith, Charles Schwalbach, Henry J. Hall. We wish we had space to describe the house in detail, but we have not. The club was formed in April, 1880, and has steadily grown into prominence and strength, as one of the foremost clubs of the United States.

EVER since the Long Island Wheelmen took possession of their new and elegant club house, on Bedford avenue last fall, they have continued to grow in numbers until their quarters threaten to become too small to accommodate them. Although known as "The Fossils," there appears enough life in them to cause some people to doubt whether the name is suitable to them. Since the season closed when riding ceased to be particularly enjoyable, they have indulged in all sorts of in-door amusements. Billiards, pool, and bowling is well patronized every evening. Besides, every week one night is devoted to some special entertainment, which is always successfully and enjoyably carried out. This is largely due to the untiring efforts of Mr. Clark, who is chairman of the Entertainment Committee. The season opened with a "house warning," to which were invited representatives of other clubs, and members of the press, at which time the house was taxed to its utmost capacity. Following this came a ladies reception, tendered to the ladies friends of the members—a very swell affair when the house was well filled. Since then each alternate Saturday night, an interesting programme has been arranged and enjoyed by members and their male friends only—known as stag night. Two weeks ago Saturday night, "A Mock Trial" was given with great success, and was reported by the press. Last Saturday night was a "stag night" again; a "smoker" was the entertainment for that evening. This consists of various entertainments, such as music, vocal and instrumental, and readings. Cigars, tobacco and pipes, are liberally provided, and a light supper served later in the evening, and members and their male friends enjoy it in an informal way. Saturday, the 25th., was what is known as "ladies night," which on the Saturday evenings following between the "stag nights." This is an entertainment provided for the members and their ladies friends, and generally consists of music and dancing. A very well arranged programme was enjoyed by about seventy-five persons on this occasion. There would have been a much larger attendance, probably, had the weather not been so threatening,

### "BALTIMORE IS ALL RIGHT."

#### A SKETCH OF THE PROGRAMME.

WELL, it is a positive fact that the League will now meet in Baltimore on the 18th, 19th, and 20th of June next, as the invitation of the Maryland Division was accepted, at the meeting of the Board on March 5th in New York. Consequently every member of the L. A. W. should begin arranging matters so that he can attend. Baltimore at the season named is in her prime, and can afford much real pleasure and enjoyment to her visitors. This coming meeting is the most important one since the organization of the association, and it is the duty of every member, who possibly can, to be present and take part in the re-organization of the L. A. W., as the report of the Re-organization Committee was referred over by the Board of Officers at their meeting, to the general meeting in Baltimore on June 19th. Consequently those members of the League who are interested in the management of the organization, should make special efforts to be present, but whatever they do, we hope they won't stay at home, and then kick because things did not go to suit themselves. Well, what inducement is old Baltimore going to offer for the L. A. W. members to visit her? She is going to receive them with open arms, and in such a way that no one but Marylanders can, as the hospitality of Maryland is peculiar and pleasing in itself, and every one who visits her will always vouch for her welcome to all strangers. The programme of the meet will be as follows: First day, 10 A. M.—Meeting of Board of Officers; 2.30 P. M.—Meeting of L. A. W. for re-organization; 8.30 P. M.—Meeting of Board of Officers. During the morning of the first day, the visitors will be shown through the different club houses, and other places of interest, while the Board of Officers are in session, and in the afternoon every one, Rank and File, will be in attendance at the meeting for re-organization, etc. In the evening, while the Board of Officers are again holding their meeting, others will spend the evening at the club houses, or enjoy a moon-light run through the Parks, or join the ladies' evening run.

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Marion, Ind., Feb. 22d, 1888.

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Lieutenant, Fred Willson, Sec. and Treas., Marion Ramblers.

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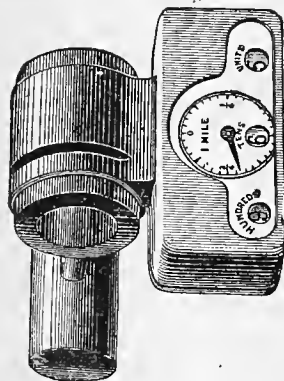
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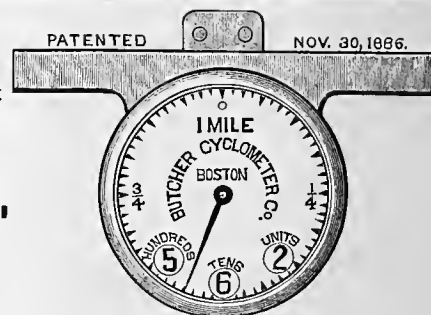
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## THE PARADE WILL FORM

at 9 or 10 A. M. the second day, the route of which will be very short, and over easy riding ground, and will disband in Druid Hill Park, where the League photograph will be taken, and then all join a most pleasant run of two and one-half miles over a fine road to the Arlington Driving Park, here a substantial lunch will be served, and at 3 P. M. the races will begin. Nothing will be left undone by which good sport and close races can be had; already some of the country's fastest men have promised to be on hand. Then wheel back to town via Druid Hill Park. Get supper at 8.30, report at a hall which will be secured, and then enjoy a gigantic Smoker, with plenty of "good, not so good, and horrible music" in attendance. Here the evening will be spent as each individual fancies best.

Third day—At 8.30 A. M., the 25-mile editors' race will be run at Druid Lake (or at least an invitation will be tendered the editors to run this race at Baltimore, which will probably be accepted). After this race (should it be run) the tours and runs will be started, of which there will be many, and any visitors coming to the meet without wheels will miss a great deal of pleasure, and many sights well worth seeing in and around the city. These runs will mostly be short, will take in many most beautiful and romantic spots in the suburbs of the city, and will return to the city in time to take steamer for down the Bay; except one route, which will be to take in the finest stretch of shell road in the country (no exceptions). This route will probably embrace about twenty miles of superb riding, and will be met about ten miles down the river by the excursion party. This excursion referred to will be

## THE GRAND WIND-UP OF THE MEET

of the L. A. W. No more of those stiff and tiresome banquets where we must be tortured by speech-making, etc., but we wind up with a grand old time. In imagination please follow me in what will occur. At 3 o'clock the L. A. W. will leave the Baltimore Pier, embarked on one of the finest and largest excursion steamers in the country, occupied only by the L. A. W. members, a few selected friends, and many of the Baltimore ladies. After visiting different points of interest in the harbor, the course will then be turned outwards, and accompanied by a magnificent band which will be engaged in concert, a stop will be made to pick up the tourists who had started out in the morning via the shell road. Then all aboard once more, and we will pass out into the world renowned Chesapeake Bay. By this time the orchestra in the dancing saloon will have started up, and the wheelmen can enjoy the fascinations of dancing on a highly polished and waxed floor, while others above can enjoy the hurricane deck, the open-air concert by Baltimore's best military band. While all this is happening we will have been ploughing the waves, till a little ahead we will notice the tall steeples, and recognize a large building, off the star-board bow, what is it? As I live, we are approaching

## THAT ANCIENT CITY, ANNAPOLIS,

the capital of old Maryland, and here we slip past a huge training ship, now a man-of-war, and now we slow gracefully up to the wharf of the Naval Academy. Here we will disembark; the band will go with us and station itself on the lawn in the Naval Academy grounds, while we are looking around seeing the many interesting sights. We shall spend an hour, visiting different points of interest, the State House, the Governor's residence, and many old land-marks of revolutionary fame. At last the steamer's whistle calls "all aboard," and we suppose we are to return direct to Baltimore. But no, it is only 6 o'clock and we have hardly commenced; now we back out from the wharf, turn round, and the steamer picks its way out the narrow channel of the River Severn. Now, we enter the Bay once more, and round a tremendous bluff that stands boldly out from the shore. What place is that we see where all those magnificent buildings are, decorated with bunting of all descriptions? What a beautiful place! That is Bay Ridge, the "Coney Island" of Baltimore. Here we land, and once more tread upon terra-firma. Now it is about seven o'clock, what is to be done? Off here is an immense open Dancing Pavilion, with full orchestra playing full blast. Off there is a Gravity Railway, over yonder is a long stretch of bath houses, and the

## BOYS AND GIRLS ARE HAVING A GOOD TIME

splashing in the salt water. Down there is an immense music stand, occupied by a full brass band in concert, and Innes, the trombonist, is playing a solo, or some other specialist is performing. What is that in the centre? That is the dining hall, which seats 1200 people; there at 8 P. M. we have a supper, and oh! such a supper! By eleven o'clock we have had plenty to eat, tired of dancing, and almost tired of living. But the moon has come out to greet us, and is staring down at us as if he was about half or three-quarters full, so we get on board the steamer once more and pull out from the wharf. But, Bang! Bomb!! Phiz!!! the earth turns

inside out; oh no, 'tis only a few parting fireworks; they will soon die out in smoke, so we will let her go for Baltimore, and land at the pier about one o'clock Thursday morning, and the Ninth Annual Meeting of L. A. W. will be over, and old Baltimore shakes hands all round, alas, the best of friends, old and new, must part. By next week all committees will be in shape for publication, and members can get all information necessary. But don't miss coming to Baltimore June 18th, 19th and 20th. "SKIB."

## AGED RIDERS.

HERE is an item that should start the ball of competition rolling in a new direction. The writer is a prominent wheelman living in a well-known cycling centre. "Let us start a championship for 'aged' riders. I am fifty-one years old, have been a rider of the bicycle for six years, and am good for fifty miles a day with the boys. Is this 'record'?"—*Bi. World, March 2.*

If any reply is wanted to the above, permit me to state that I am sure the "riders" will respond to such an invitation.

An "old man's" race would be something unique, and it would be lots of fun to see the gray-beards "whoop her up." Make the youngest limit forty (40) years, allow a handicap for ages over that; have a race of say ten miles.

How would the next league meet do? I understand there is a good ten-mile course in Baltimore.

Talking about ages, there is one rider in Brooklyn, N. Y., eighty odd and several beyond the forty-year limit. One lively old bird at Mystic, Conn., has lots of "go" in him, and is something over sixty at that. Several elderly riders in New York City and New Jersey can show up some ancient metal of the right sort, headed by "Ixion," who must be fifty-five at least. "No. 5550."

## ROAD RACING.

I HAVE been watching with considerable interest the discussion and fight that is going on in England on the road racing question. The great trouble seems to be that the N. C. U. and its supporters are handling the matter in a half-hearted way. I do not feel at present able to define my feelings as to whether road racing is desirable or not. Certainly it is one thing or the other, it is either flesh or fish, it cannot combine both in one. I am strongly of the opinion that the position taken by the BICYCLING WORLD to the effect that the local authorities and race promoting club should decide the matter. By this method the question would adjust itself without the aid or interference of any national organization. I, however, think that in case of the refusal of the local authorities to permit road racing over the highways under their jurisdiction if riders persist in racing in defiance of such refusal, then the national body could step in and supplement the punishment of the civil authorities by denying the right of amateur status to the wrongdoer. It seems to me that this is the way to meet the difficulty. Let the national body follow the lead of the local authorities, it will be perfectly safe in so doing. This half way of dealing with the matter appears to me to be absurd. Why prohibit road races for all distances under 100 miles? The fact that the N. C. U. or the L. A. W. "permitting" road races for all distances of 100 miles and over would in no way change the attitude of the local authorities. The local law authorities will refuse to be influenced by any ruling that the N. C. U. may make as to what distances may be run, therefore, why make any such foolish rule? Make it imperative that the road race promoters do not race in direct opposition to the commands of the authorities and the distances to be run will be of small moment. When the custom becomes a nuisance, road racing must be stopped, and all law-abiding cyclists will combine to aid in stopping it. Let the protest and command come from the People first, and then it will be time enough for the N. C. U. or the L. A. W. to take action. I think that the action of the L. A. W. in withdrawing its moral support from the practice is perhaps a wise move, but I firmly believe that any other action than that of supplementing the road authorities' action is foolish and arrogant in the extreme. SANDY.

## HOT ON A BICYCLE.

"I DON'T know how long ago it is since I began to learn to ride a bicycle," remarks Mr. James Payn in one of his recent notes in the *Illustrated London News*; but it is certainly more than three years. It was at some establishment in Piccadilly which had a slanting floor. This was supposed to be a great advantage, because the machine went of itself, and, as the proprietor of the place asserted, "encouraged you." Nobody ever went there that I ever heard of except myself; but dead men tell no tales. As I rushed down that declivity by the dim gaslight, I used to wonder whether others had attempted to perform the same reckless feat and fallen victims to their foolhardiness. If you didn't turn the machine sharply when

you arrived at the bottom, you were as dead as the wall. I had given two guineas for twelve lessons, and was bound to go through them: but, after the first, I hired a boy, as I gave out to instruct me, but in reality to ensure my personal safety. He ran by my side, and I clung to him with one hand, and sometimes with both, as Mr. Winkle on the ice clung to Sam Weller. When I learnt to go alone, I stationed him with his back to the wall, ostensibly to give me verbal directions; but of course it was understood that he was to prevent a catastrophe, which, being very stout for his age, he was well fitted to do. His presence there gave me great confidence, though I protest it never made me careless—no, not for a single instant—but I let myself go rather more freely than I should have done. I am sorry to have to record it for the sake of our common nature, but, forgetful of the loyalty due to his employer—he had not one trace of that feudal feeling which was once our country's pride—he dodged at the critical moment, and, but for a spasm of terror which turned the handle of the vehicle, I should not now be alive to relate his treachery. The machine was shattered to fragments; but—the Welsh are right, I think, in attributing a certain malevolence as well as ill-luck to some inanimate objects—in its last agonies it bit me severely in the leg. I have never been 'hot upon bicycles' since then."

### MARCH CYCLING.

#### LATITUDE OF BOSTON.

The sun was bright and warm,  
And the roads were smooth and hard,  
So we trundled out our wheel,  
And adventured country-ward.

The buds were peeping out,  
And the birdies chirped and twittered;  
And over all the landscape  
Merry sunbeams glanced and glittered.

But twenty miles from home  
A blizzard swooped down on us;  
And we'd only cycling togs—  
And airy ones—upon us!

Next morning we were found  
In a cake of solid water,  
And it took more ardent spirits  
To revive us than it ought'er.

This was a week ago,  
So we're not as yet quite thawed out;  
But if by June, it comes out warm,  
We may get that cycle sawed out.

#### PEDALS.

### A NEW KIND OF A LIAR.

They have found a new kind of a club liar down in Maine, "hard-featured, rock-bound Maine." It seems the boys had started in mild on the subject of art and the capabilities of artists. One of the party having just returned from Boston where he had viewed the two great cycloramas, and he had been expatiating on the wonderful illusion of these paintings, thus starting the ball a'rolling. Things got pretty hot, the lies were getting to be unctious and indigestible, when finally the climax was reached by Snodders, familiarly known as the "boozier," giving the following: "You know, boys," said Snodders, with a whiskey and watery wink, "how hard 'tis to get good liquor in Maine. You fellers have been lying pretty hard, but what I'm tellin' you is *sobber* truth." ("Sobriety and Snodders," the combination caused audible grins.) "Well," continued Snodders, "you know what an artist Bob Simmons is? One night there was a possum of us over at old Simmons' house, and we got arter Bob to paint us a pictur'. He said he didn't feel like paintin', and kept on makin' excuses, till old Simmons went out and fetched in a bucket of paint an' a bresh an' told Bob that he jest must paint some sort of pictur', whuther or no. Wall, Bob he took up the bresh an' begun to slosh it aroun' till the fust thing we knowd he had done painted the pictur' of a jug. It was jest as nachel as any jug I ever seed, an' when I tuck it up an' sorter shuck it I heard sumthin' slosh. I turned it up, I did, and hanged of thar wasn't whiskey in it. We let in to drinkin' it, an' it wasn't long till we was all drunk."

Up to this moment little Dick Stokes—"Sleepy Dick" he was called—spoke up for the first time, and said with a yawn, "Boys, those are all shameful lies, now I'll tell you a true story, there ain't no fun in an impossible lie. Yes, boys, my story is true, and I'll bet my bicycle agin yours, Snodders, that I can prove the truth of my story."

"Wait till I hear your yarn," said Snodders.

"Here goes," replied "Sleepy Dick." "You fellers all know Sam Hadley, and know he can ride his bicycle as well as paint a picture. Well, I was in Bill Ricketts' store the other day, and Sam had just ridden up on his machine and was in the store guying Ricketts. We got discussing art, and so to show his skill and to amuse me he got a pot of black paint, and painted a bicycle, and I'll be darned if it wasn't so well done that Jim Harkins came along, took the duru thing, jumped on board of it, and rode down street like mad."

"I'll take yer bet," shouted Snodders. "Now prove the truth of the story."

"Well, you see, it was this way," said "Sleepy," after having indulged in a good yawn, and rubbed his eyes. "You know that old second-hand bike Ricketts has had in his store for so long? Well, Sam just took a brush and some black paint and began to paint that old machine all over. You'll mind, boys, I didn't say Sam painted a *pictur*, but a bicycle!!"

The howl that went up drowned the noise of the slamming door, as Snodders escaped; as for Dick, he only said in a sleepy tone of expostulation, "you should *not* lie so, boys, it is not moral," and then he tilted his chair back, and slumber once more held him as her own. Next day Dick put up Snodders' bicycle at auction, and Snodders "bought it in" for \$25.00 and drinks for the crowd.

### A REMONSTRANCE FROM STARLEY & SUTTON.

*Editor Bicycling World:* In your issue of Feb. 3d., we see it stated that we have not got over our aversion to American visitors. The writer of these words, expresses the very reverse of the fact, when he tries to make us out as prejudiced, or in anyway selfish or close minded. We are always most happy to welcome any one from America, and if it gives them pleasure, to show them over the works. The whole tone of remarks are caddish in the extreme! If you will make any enquiries you like from any authorities in this country, you will find that their opinion of the firm of Starley & Sutton is to tally different to what any one would imagine it to be, after reading the remarks of your correspondent. We have been recommended by Messrs. Hiffé & Sturmev to place an advertisement with you, as your paper is a good medium, and we don't think they would have done so, unless your paper was carried on impartially, and we therefore bring the remarks of the "Senator" before you, as we fear they have escaped your notice.

Yours truly, STARLEY & SUTTON.

[We are very glad to print the above, and we can only say, we think the "Senator" did not fully weigh the import of his remarks which, unfortunately, found space in our columns.—Ed.]

### THE ENGLISH, FRENCH AND AMERICAN TEAMS WILL BE HERE IN AUGUST.

*Editor Bi. World:*

AFTER very careful consideration of the subject, the American team, that has earned for itself a popular reputé in this country and the wide world over, has decided to return to America in August next. The numerous letters received by the manager of the team from intended tournament projectors, and Mr. Henry E. Ducker in particular, and the energy of the BICYCLING WORLD in advocating reform in cycle racing, have in a great measure done much in deciding our return from, and to forego lucrative engagements both in Great Britain and the Continent. Further, our interest in American cycling has also to a great extent made this step imperative on our part. It is well known through various causes that cycle racing has been practically a failure in America for the past two years, through causes known and unknown; and considering our future will probably be cast in the sport, we have decided to return and add our mite in endeavoring to place cycling on the popular plane it deserves to be. There is no reason why cycling should not in the near future be the national pastime of the United States. It certainly deserves to be more than the sports which now rule supreme. If the programmes of the several projected meetings are announced early I have no reason to doubt that several fast English and French champions will cross the briny to meet Americans in battle on the cinder path. I heartily concur in class-racing for amateurs and professionals, and must congratulate the American press, and Bi. WORLD in particular, in the campaign they have inaugurated to introduce same. I think the rules of the National Trotting Association of America, with a few alterations, could be made acceptable for class racing. Let us all, then, unite in making a radical reformation in the sport, and endeavor to make the year 1888 a jubilee year in cycle racing for the United States of America, which will undoubtedly be the means of improving not only the sport, but the cycle industry generally. With road riding I have little to do, but it seems to me the suggestion of Col. Albert

Pope last year as to appointing a surveyor to look after the road question, is just as important and commendable as class racing to popularize the pastime. I hope the manufacturers, now that they are freed from "team expenses," will lend a generous, helping hand (as they always have done) in making tournaments paying to the promoters. The generous help of the editors of the general press will, I have no doubt, be continued, and to them we must, in a great measure, look for success in all our undertakings. We owe them much for the past, we expect from them much for the future. For my part, representing the American team, I will use every endeavor to do all in my power to assist the same. Any information regarding the addresses of cyclist both in this country and the Continent I will be happy to furnish, and will use any influence I possess to secure their entries. All letters to the London *Sporting Life* (148 Fleet St.) will be attended to. With greeting to all from the American team, I remain yours, "SENATOR" MORGAN.  
London, Eng., March 1st.

#### TRADE NOTES, CLIPPINGS, AND ALL SORTS.

SOME of the English daily newspapers are taking a stand against road racing.

THE Clark Cycle Co. have placed an order for 750 New Rapid bicycles alone. This is a splendid order, and shows the kind of a swathe this concern intend to cut.

WE acknowledge the corn, and we submit gracefully to the strictness on our criticism in the following, received from Mr. N. C. Fowler of the Pope Mfg. Co.: "I read your criticism on the Pope Mfg. Co. valentine with mingled feelings, surprise paramount. I have always possessed an inborn admiration for the thought-to-exist artistic insight of the editor of the BICYCLING WORLD. And now I find him to be the only assumed-to-be intelligent man yet reported, who utterly fails to grasp the significance of the valentine design. I might say here, that, on account of an inevitable occurrence, the chromatic effect is not as fine as expected, but that lack doesn't affect the idea of the design. The design is allegoric simplicity, a kindergarten reminder that the cycling season is opening, or, to put it shorter, spring bursting through winter. And you did not see it."

"THE Mule," writing from Chicago, sends us the following morsel of news: "It is quite probable that John A. Wells, of Philadelphia, and Hal Greenwood, of St. Louis, will meet in a hill-climbing contest shortly after the League meet. Ned Oliver has been deputed to take care of Wells' interests, and to-day I found him writing a letter to St. Louis, proposing one race at De Soto, one at Eagle Rock hill, Newark, N. J., and a third, if necessary, on Corey hill. Oliver proposes that each side deposit \$50 for a gold medal, the loser to pay all expenses, which are to consist of railroad fares and hotel bills. Wells and Jack Rogers are also to engage in a race of some kind at the League meet."

THE Springfield Roadster people are likely to have many men on their bicycles this year that will be heard from both on the road and on the hill—Corey hill especially!

WILLIAM READ & SONS report the opening spring trade as being unusually strong and lively. Well, with a machine like the New Mail it is natural that it should be "lively."

ENGLISH riders who visited the late Stanley Show are now fully satisfied that we in America can build a wheel. This conclusion was arrived at after seeing the exhibit of the Pope Mfg. Co.

MR. ALEC HILL, of the Coventry Machinists' Co., will arrive in Boston per Catalonia and will travel through the States the coming season in the interest of that Company. We wish Mr. Hill success in his new field of labor.

ON the matter of cyclometers, it will be remembered that the route of the WORLD's road race last fall, was surveyed by a cyclometer made by the Butcher Company. So accurate was the cyclometer found to be that repeated trips failed to show a variation worthy of note. In the distance, 20 miles, the variation was limited to less than 40 feet, a variation easily accounted for by the sinuosity of the wheels' track.

WE thank *Bt. News* for kind words in connection with our consolidation. It says: "We cannot help congratulating the officials on the move, as the WORLD is certainly, in our opinion, the best conducted and most readable of our transatlantic contemporaries. It will seem a big change to find Bassett and Fourdrinier and Co. side by side, after having known them as antagonists—shall we say—for so long; but it will be for the public good, and we are glad to see it." In connection with the above, we desire to say we have a very nice little paragraph written by Gentleman John complimentary to Mr. Hillier. The paragraph alluded to will see the light of day very soon.

THE Overman Wheel Co show some strong testimonials on the front page in this week's issue. The excellence of the Victor wheels is in keeping with the excellence of these testimonials.

J. H. SHURMAN has gone to St. Louis to have a look at De Soto hills, and to show what the Springfield Roadster can do on that celebrated route. Mr. McCune will accompany Mr. Shurman.

THE Victor Jr. is now on exhibition at No. 182 Columbus avenue. The 1888 pattern of the Victor Safety will be on exhibition early next week at the same place.

THE boys' safety and the new small-wheel tricycle are attracting great attention at the store of Messrs. W. B. Everett & Co. To look at the beautiful little rear driver makes us wish we were a boy again.

"WM. READ & SONS did the handsome thing by the New Mail in the first issue of the combine," said a well known wheelman to us the other day. Yes, we rather think they did the handsome thing, and we believe the enterprise will bear generous fruition.

WE rode an Ivel Safety the other day—only a short ride on a level floor in the warerooms of Wm. Read & Sons, but it was enough to make us wish to try this celebrated machine on the highway. The ease and steadiness of steering was very apparent.

"PROSPECTS for a large and elegant trade," is about the report we receive from the Clark Cycle Co. of Baltimore. We are promised particulars from this firm at an early day in regard to anything that may be novel in the New Rapids or Quadrants.

THE White Cycle Co. have purchased land at Milford, Mass., and as soon as the weather will permit they will build a factory exactly to meet their wants. Special machinery is being constructed, and will be put in place the moment the building is completed.

THE first four at the finish of the recent 72-hour race rode American Champions and light Champions. They were Dingley, Knapp, Hollingsworth and McDowell. It was the latter's first bicycle race, and his showing would seem to indicate that he had a future.

GORNULLY & JEFFERY have their little say on the testimonial question, as will be seen by referring to their advt. There are two of 'em, but they "arrive at their intended destination in a manner similar to the original design." In other and vulgar vernacular, "they get there."

MR. O. S. BARRETT of Adrian, Mich., and who in the war of the rebellion lost the use of his limbs below the hips, thus writes in regard to his Singer velociman: "My cycle is all right. I can handle it beautifully, and would not exchange it for the best single-horse rig in our city. It is a daisy."

THE Coventry Machine Co. are pulling strongly into line for a vigorous campaign the coming season. By the way, local riders and others should remember that the Coventry have one of the best equipped repair shops in the city. We wish for this concern all the success that is due the makers of a machine the superior of which does not exist.

THE Victor catalogue for 1888 is out, and is a model of its kind. It, of course, contains cuts and descriptions of all of the Overman machines and parts thereof, but it also contains a long list of the sundries that the cyclist needs and uses. On the last few pages of the catalogue they have a number of testimonials, headed "The Proof of the Pudding," and the League sign-board stencil, which indicates "O.K. Bicyclers go this way," a very neat and enticing way of calling the attention of riders to the way they should go. By all means send for one of these catalogues.

THE Gornully & Jeffery Mfg. Co. have recently gotten up a very novel machine for testing the bearings of their bicycles before they are shipped. It consists of an endless plank bed about 20 feet long by three feet wide, and is very similar to the bed used in the old-fashioned threshing machine. It attains a speed which causes the wheel of a bicycle to revolve at the rate of fifteen miles an hour. By putting the weight of an ordinary man on the saddle the same result is accomplished without injury to the wheel as though the bicycle was actually ridden on the road.

THE question of appropriate dress and underwear for the cyclist is getting to be more and more a matter where intelligence, and regard for health and comfort take a place in the minds of riders. We cannot urge too strongly on the readers of this paper to take into consideration the claims of the Jersey Fitting Underwear Co., an advertisement of whose goods appears in this issue. We ourselves have used some of these garments and can speak with great satisfaction as to their worth. Messrs. Holmes & Co., the patentees, will send catalogue and price lists to all who desire to purchase. After having once used these goods we are satisfied that the wearer will continue to use them. Read their advertisement carefully and act accordingly.



ABBOT BASSETT, Secretary-Editor.

#### LEAGUE OFFICERS.

PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.

VICE PRESIDENT.—H. W. Hayes, 103 State St., Boston, Mass.

TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

#### STANDING COMMITTEES.

MEMBERSHIP.—James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard St., Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet St., New Orleans, La.

RIGHTS AND PRIVILEGES.—C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, *Herald* Building, Boston, Mass.; A. Moore Berry, 421 Olive St., St. Louis, Mo.

RULES AND REGULATIONS.—C. S. Butler, 263 Main St., Buffalo, N. Y.; W. W. Share, 336 Navy St., Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

RACING BOARD.—Dr. J. H. Cooley, Plainfield, N. J.; W. M. Brewster, 309 Olive St., St. Louis, Mo.; Chas. H. Potter, 99 Superior St., Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.; Sanford Lawton, Springfield, Mass.; Col. Geo. Sanderson, Scranton, Pa.

TRANSPORTATION.—Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred. T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 323 West 58th St., New York; W. S. Bull, 360 Main St., Buffalo, N. Y.

TOURMASTER.—W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 608 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

THE renewal lists are closed with that published this week. We have placed 7848 names on the renewal books, and our total membership, including applications published to-day, is 8675.

THE League goes to Baltimore for its annual gathering. We are to have a Constitutional Convention, a business meeting of the Board of Officers, a parade, races, theatre party, and a sail on the bay. Many runs will be arranged for the entertainment of visitors, and a special ladies' run will be on the programme of events. The excursion on the bay will include a visit to the Naval Academy at Annapolis, and a picnic lunch at Bay Ridge. Baltimore issues a very cordial invitation, and we do not doubt she will meet with many responses.

IN answer to letters of inquiry sent to this office we will say that the members of the Board of Officers now in office will hold their positions until September 1st. The

election will take place between the dates July 15 and Aug. 15, and the new Board will assume its duties Sept. 1.

THERE is developing some opposition to the proposition to give League clubs a representation in the Division Board of Officers. This clause was put into the new rules in recognition of a demand that something should be done for League clubs. These clubs are recruiting stations for the League. They are a force that must be recognized. To become a League club a club must handicap itself and make many sacrifices. They should have something in return, and the little that is given them by the proposed amendment is by no means too much. Failure to pass some such law as that now before the League would lead to the withdrawal of three out of five of our League clubs, and the League would lose very many members.

WILL the coming lady ride a bicycle? One year ago one would have given an emphatic "No" to this question, but the world moves, and the Washington ladies are now riding the two-wheeler. We saw the wheel ridden by a lady in New York, and must confess that many of our prejudices were removed. She rode well and accomplished the mount and dismount with ease and grace.

THERE are a few good reasons for holding a parade on the occasion of the annual meet, and a very few. It is no more than fair that the wheelmen who enjoy the hospitalities of a city's people, should appear before their hosts in their capacity as wheelmen, and the business houses that contribute money towards the entertainment of the guests have a right to demand that some public display be made in order that they may have a chance to get back a portion of what they have paid in. In this view of the case every wheelman who goes to Baltimore should go with the intention of joining the parade. There are many that dislike this feature of the annual meet, and they will tell you that the day for parading has gone by. But all our duties are not agreeable in the performance, and those who dislike to parade should, nevertheless, report for duty and go through the ordeal with the best possible grace. We owe something to our hosts.

NEW JERSEY wheelmen are to be congratulated on the passage of a Liberty Bill by the Legislature. Chief Consul Cooley has worked hard to get the bill through, and deserves great credit. The good work goes proudly on.

DOWN in the little town of Warren, R. I., the wheelmen have been to town

meeting. Chief Consul Davol writes us 'We carried everything we tried to carry at town meeting to-day. Elected a new council with two wheelmen on it, and an entire ticket in favor of road improvement. We appropriated \$3000 for the streets, and \$600 to purchase a road scraper and roller. It was a big victory for a little town, and the wheelmen are happy.'

#### MASSACHUSETTS DIVISION.

A meeting of the Board of Officers of the Massachusetts Division, L. A. W., will be held at Young's Hotel, Boston, on Saturday evening, March 31, at 7 o'clock. Dinner will be served at 7 o'clock, and the business meeting will immediately follow. H. W. HAYES, Chief Consul.

#### RESIGNATION.

To the Members of the District of Columbia Div. L. A. W.:

Gentlemen—My business affairs preventing me from devoting the time and personal attention to the Division which the office of Chief Consul requires, and believing a change will be for the best interests of the organization, I have this day tendered to our President my resignation.

I have also suggested to him the advisability of appointing as my successor Representative George S. Atwater of Washington, one who will fill the position with credit to himself and honor to the organization, and who being a recent acquisition to our ranks may be able to obliterate the animosity which has existed in certain circles toward the L. A. W., and thus largely increase our local membership.

Expressing my thanks for the cordial support given me during the three years of my incumbency, and requesting a continuance of the same to my successor,

I remain, gentlemen, yours fraternally,

E. T. PETTENGILL, C. C.

#### APPOINTMENT DISTRICT COLUMBIA.

Mr. E. T. Pettengill, Chief Consul for District of Columbia, having tendered his resignation, the same is hereby accepted. I take pleasure in appointing as his successor George S. Atwater of Washington, who will at once assume the duties of the office.

T. J. KIRKPATRICK, President L. A. W.

#### CALIFORNIA CONSULAR LIST—No. 1.

The terms of all Local Consuls expiring March 1st, the following appointments for the ensuing year are hereby announced:

Alameda—P. E. Haslett.

Haywards—C. H. Johnson.

Livermore—George A. Morrill.

Napa City—W. S. Hoover.

Oakland—Lewis Sears, 857 Broadway.

Oroville—S. S. Simon.

Pasadena—George H. Frost, 62 East Colorado st.

Sacramento—John Breuner, Jr., 604 K street.

San Francisco—J. R. Hopkins, 513 Stanyan st.

San Jose—Arthur C. McKenney.

San Mateo—D. W. Donnelly.

Santa Cruz—E. N. Radke.

Stockton—W. A. Severy, 198 Main st.

Vacaville—J. M. Miller.

ROBERT M. WELCH,  
Chief Consul for California.

#### MASSACHUSETTS AMENDMENTS.

Boston, March 8th, 1888.

To the Board of Officers Mass. Division, L. A. W.

Your Committee on Rules and Regulations present the following amendments to the By-laws to be acted upon at the next meeting of the Board:

Art. II. Sect. 2.

(a) Second line, substitute "fifteenth day of June (June 15)" for "twentieth day of March (March 20)."

(b) Second line, substitute "June" for "March."

(c) Third line, substitute "fifteenth" for "tenth."

(d) Fourth line, substitute "July" for "April."

(e) Tenth line, substitute "First day of August (Aug. 1)" for "twentieth day of April (April 20)."

(f) Third line substitute "July" for "March."

These changes are offered that our By-laws may conform to those of the National Board, as adopted at its last meeting in New York. WM. H. EMERY,  
CHAS. S. HOWARD,  
Com. on Rules and Regulations.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 130—Total 72.

BOSTON, March 16, 1888.

#### ARIZONA—1.

Unattached.

17868 Robinson, H. T., Phoenix.

#### CALIFORNIA DIVISION—9.

Ariel Bi. Club.

17869 Allen, C. D., 322 Montgomery st., San Francisco.

Bay City Wheelmen.

17870 Froboese, Geo. H., 405 Kearney st., " "

Oak Leaf Wheelmen.

17871 Wright, A. H., 143 Eldorado st., Stockton.

San Francisco Bi. Club.

17872 Rhodes, W. H. L., 214 Battery st., San Francisco.

San Mateo Wheelmen.

17937 Farnan, James M., San Mateo.

Unattached.

17873 Grider, J. C., Stockton.

17874 Garnosset, A., Box 1355, San Jose.

17938 McDonald, L. D., Menlo Park.

17875 Watson, Wm., Box 240, Santa Clara.

#### COLORADO DIVISION—2.

Denver Ramblers.

17876 Davis, A. J., 1317 19th st., Denver.

17877 Hullinger, Bailey, 19th and Blake sts., " "

#### CONNECTICUT DIVISION—3.

Winsted Wheel Club.

17878 Dean, James L., 238 Main st., Winsted.

17879 Moffatt, H. B., " "

Unattached.

17880 Fenton, Edw. G., 104 So. Front st., New Haven

#### ILLINOIS DIVISION—2.

Quincy Bi. Club.

17881 Whipple, H. L., 637 Main st., Quincy.

Unattached.

17882 Smith, Ben M., Cambridge.

#### IOWA DIVISION—1.

Unattached.

17883 Daugherty, C. R., Washington.

#### KANSAS DIVISION—1.

Unattached.

17884 Barber, E. T., Rossville.

#### KENTUCKY DIVISION—1.

Unattached.

17885 Judd, G. S., Maysville.

#### MASSACHUSETTS DIVISION—6.

Cambridge Bi. Club.

17886 Burns, H. H., 33 Bigelow st., Cambridgeport.

Taunton Bi. Club.

17887 Rogers, Walter B., Taunton.

Unattached.

17939 Buck, Wm. F., 147 Bloomingdale st., Chelsea.

17888 Foster, Frank G., Whitinsville.

17889 Harris, Frank L., So. Main st., No. Brookfield.

17890 Pease, Austin W., 27 Temple st., Boston.

#### MINNESOTA DIVISION—1.

Winona Cyclists.

17891 Balcom, W. M., Winona.

#### MISSOURI DIVISION—1.

Unattached.

17892 Annao, J. Paul, 904 Olive st., St. Louis

#### NEW JERSEY DIVISION—2.

Unattached.

17893 Dally, Wm. L., 1 Colt st., Paterson.

17894 Metcalf, Manton B., 200 Centre st., Orange.

#### NEW YORK DIVISION—24.

Kings County Wheelmen.

17895 Sheppard, Walter, 266 Keap st., Brooklyn.

Manhattan Bi. Club.

17896 Broughton, Harry I., 162 E. 87th st., N. York.

17897 Whitelaw, Wm. A., 391 4th ave., " "

New York Bi. Club.

17898 Andreini, J. M., 52 Wall st., " "

17899 Blake, John R., 170, W. 59th st., " "

17900 Greene, H. W., 21 E. 14th st., " "

17901 Leeper, Frank C., 99 Franklin st., " "

Riverside Wheelmen.

17902 Powers, Edw. A., 228 W. 105th st., " "

St. Paul's Wheelmen.

17903 Shepard, Arthur B., Garden City, L. I.

Syracuse Cycling Club.

17904 Avery, G. Howard, 228 Madison st., Syracuse.

17905 Bigelow, W. F., Baldwin's Village.

17906 Denny, Harry N., 40 W. Fayette st., Syracuse.

17907 Harris, Geo. W., Drawer 103, " "

17908 Haskins, E. L., Del. and Grace sts., " "

17909 Judson, W. H., 47 South Salina st., " "

17910 Kent, Frank, 10 Highland st., " "

17911 Nye, W. B., 82 West Genesee st., " "

17912 Olmstead, Will H., 73 Clinton st., " "

17913 Rice, Ed. I., 162 South Salina st., " "

17914 Truesdell, Chas. C., Jr., 54 Seymour st., " "

17915 Wiard, W. W., 7 Holland st., " "

17916 Wood, Charles W., 74 So. Salina st., " "

Unattached.

17917 Fuller, C. Irving, 407 Embargo st., Rome.

17918 Miller, Benj. F., 8 German Ins Bldg, Buffalo.

#### OHIO DIVISION—8.

Toledo Cycling Club.

17919 Balch, Will H., 25 Chamber Commerce, Toledo

17920 Brough, S. A., 181 Irving st., " "

17921 Hahn, Herman I., W. and L. E. R. R. Aud. Office, Toledo.

17922 Scott, W. H., Toledo Nat. Gas Co, " "

Unattached.

17923 Brown, H. B., Hartwell.

17924 Mearkle, A. C., Salem.

17925 Munro, W. C., Box 747, Cincinnati.

17926 Tappan, John B., Milan.

#### PENNSYLVANIA DIVISION—7.

Philadelphia Bi. Club.

17931 Lobo, M. F., U. S. M. int., Philadelphi

Unattached.

17927 Bard, E. F., Lincoln.

17928 Duchman, Frank, " "

17929 Romig, Wilmoet K., " "

17930 Miller, David H., Lancaster.

17932 Miller, Frank C., Reading.

17933 Smith, A. II., Franklin.

#### RHODE ISLAND DIVISION—2.

Kent Co. Wheelmen.

17934 Heald, Wm. H., East Greenwich.

Unattached, " "

17935 Beach, W. B., 2d, Box 1172, Providence.

#### TENNESSEE DIVISION—1.

Clarksville Cyclers.

17936 Ely, Edwards, Clarksville.

#### RENEWALS.

Boston, March 10, 1888.

List 14.

The following renewals are received, closing the lists:

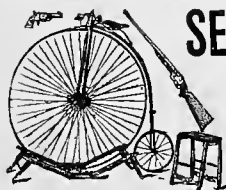
Arizona.....	1	Michigan.....	8
California.....	34	Minnesota.....	2
Colorado.....	1	Missouri.....	18
Connecticut.....	3	Montana.....	1
District of Columbia...	1	Nebraska.....	9
Illinois.....	10	New Jersey.....	8
Indiana.....	4	New York.....	46
Iowa.....	2	Ohio.....	28
Kansas.....	4	Pennsylvania.....	25
Kentucky.....	1	Utah.....	1
Louisiana.....	10	Virginia.....	1
Maine.....	2	Wisconsin.....	7
Maryland.....	2		
Massachusetts.....	18	Total.....	248

#### LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888:—

Eurota Bicycle Club, St. Louis, Mo.  
Syracuse Cycling Club, Syracuse, N. Y.

All membership in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."



## SECOND-HAND GUNS AND REVOLVERS TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,**  
for largest list of Second-Hand Bicycles in America.

## DIFFICULT REPAIRING A SPECIALTY.

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."  
 THE "ROVER" has set the fashion to the world.—The Cyclist.  
 THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.  
 THE "ROVER" The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.  
 THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.  
 THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.  
 THE "ROVER" On this machine some startling speed rates may be look for.—Bazaar.  
 THE "ROVER" Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.  
 THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.  
 THE "ROVER" has been attended by an enormous amount of success.—Athletic News.  
 THE "ROVER" For night riding its equal would be hard to find.—Bicycling News.  
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 THE "ROVER" We have the highest opinion of this machine.—Irish Cyclist.  
 THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.  
 THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.  
 THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.  
 THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.  
 THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.  
 THE "ROVER" is the best hill climber on the road.—The Presbyterian.  
 THE "ROVER" is built on the soundest of principles.—Weekly Budget.  
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 THE "ROVER" continues to merit my warmest confidence.—Health.



THE "ROVER" is a wonderful machine.—Hardware Trade Journal.  
 THE "ROVER" on which record was so badly beaten.—The Cyclist.  
 THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette.  
 THE "ROVER" attracts a great amount of attention.—Bell's Life.  
 THE "ROVER" was, of course, well to the fore.—Land & Water.  
 THE "ROVER" is a very excellent machine.—Colonies and India.  
 THE "ROVER" runs with remarkable steadiness.—The Bazaar.  
 THE "ROVER" We always use a "Rover."—Tricycling Journal.  
 THE "ROVER" The 100 mile race was marvellous.—Citizen.  
 THE "ROVER" is the fastest and safest machine.—Knowledge.  
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 THE "ROVER" presents many features of interest.—Health.  
 THE "ROVER" is a splendid hill climber.—Bicycling News.  
 THE "ROVER" is a sterling machine.—English Mechanic.  
 THE "ROVER" is exceedingly well received.—Ironmonger.  
 THE "ROVER" proved to be as fast as predicted.—Field.  
 THE "ROVER" is learned in ten minutes.—Irish Cyclist.  
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 THE "ROVER" is a perfect beauty.—Cycling Times.  
 THE "ROVER" The success of the year.—Bazaar.  
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 THE "ROVER" is a perfect demon.—Wheeling.

## STARLEY & SUTTON, "Meteor" Works, West Orchard, COVENTRY.

### Second-Hand Wheels,

### Bicycles on Easy Payments.

American Champion, Star, Rival, Otto and other Bicycles sold on Easy Payments with no extra charge except 8 per

Low rates by fast freight or express. Bargains in lots of Best Makers, at from \$6.40 up. Large line of Accessories and PAIRING AND NICKEL PLATING.

V. ROUSE & SON, 9 G St., Peoria, Ill.

### C. W. SPINNEY, Fitchburg, Mass.

THE CYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. By Henry Sturmy. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents, by mail. There will be no edition of this book for 1885.

### 43 Berkeley St., Boston, Mass.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the Cyclist does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmy and C. W. Nairn. \$2.50 per year, including postage.



# Jersey-Fitting Underwear Co.

WE CALL SPECIAL ATTENTION OF CLUBS AND ALL ATHLETES TO OUR

## ❖ CATALOGUE FOR 1888. ❖

### Jersey-Fitting Shirts.

FOR

BICYCLE RIDERS,  
LAWN TENNIS PLAYERS,  
YACHTING AND ROWING,  
BASE BALL AND FOOT BALL,  
GYMNASIUM.

League Color, Grey Mixed, Black, Navy,  
or any Color,

PLAIN OR STRIPE.

Laced Front, Long Sleeves,  
Turn-over Collar.

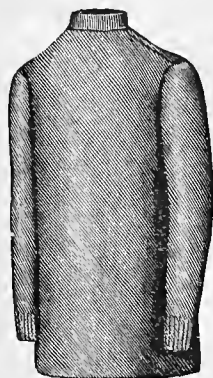


Long Sleeves,  
Low Neck.



Every Wheelman and Sportsman will give these garments his approval when he examines the SHOULDERS, ARM HOLES AND NECK, as they are made to fit. These goods are *patented*, and all infringements will be prosecuted to the full extent of the law.

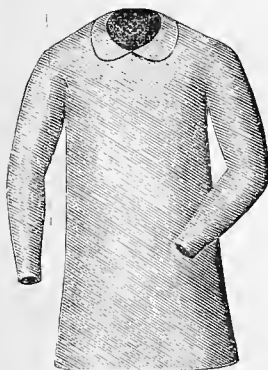
Long Sleeves.  
Standing Collar.



Foot Ball.



Base Ball.



We embroider letters on front of this for twenty-five cents each letter.

### Jersey-Fitting Pants.

Full Pants.



Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedge edge, is small and flat, and will not rip. BUTTONED IN FRONT, SAME AS PANTALOONS, WITHOUT CERTAIN OBJECTIONS.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

#### Our Bicycle Full Tights.

We understand, first of all, these garments must be elastic, so they will not bind or impede the free use of the limbs, and to stand the strain brought upon them. This can only be accomplished in *Ribbed Goods*. For this reason we make all of our goods with a FINE RIB, ELASTIC AND STRONG, and from worsted made by the best manufacturers in the country, of fine combed wool of a long, elastic staple, which gives it *Elasticity and Strength*.

Bicycle  
Knee Tights.



Made same as full tights, to three inches below the knee.

*Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

Ladies' Jersey-Fitting  
Tricycle pants.

A NEW THING.

These pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsted.

Ladies' Union Undergarment.

SEND FOR CIRCULAR.

We make the same thing for men, suited to outside wear, and of the same worsted as we use for Jerseys and Tights.

We would like to have every Wheelman and Sportsman see these garments.

Jersey-Fitting Ribbed  
Full-Fashioned Stocking.



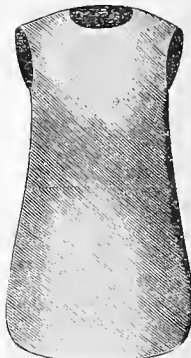
We believe there is none better. We send these goods to any part of the country.

Send for Price List and Catalogue.

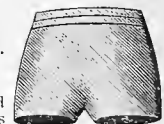
Knee Pants.



Gymnasium.



Trunks.



Manufactured By

HOLMES & CO.,

17 Kingston, St. Boston, Mass.

RIDERS OF RACING COLUMBIAS HOLD THE BEST WORLD'S RECORDS. EQUALLY GOOD MATERIAL, WORKMANSHIP AND CARE ARE GIVEN TO THE MANUFACTURE OF



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# ROAD COLUMBIAS,



AND THE COLUMBIA ROADSTERS AND LIGHT ROADSTERS ARE THE MACHINES INVARIABLY RIDDEN BY TRANSCONTINENTAL TOURISTS, AND ARE ALWAYS IN THE MAJORITY ON LONG DISTANCE TOURS.

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ILLUSTRATED CATALOGUE, 60 PAGES, 40 ENGRAVINGS, FREE. POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.

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## The Rudge for 1888.

Illustrated Catalogue sent free upon application.

## RUDGE AGENTS WANTED.

Apply to H. M. SABEN, Manager,

152 Congress Street, Boston.

# **BICYCLING WORLD** **& BULLETIN.**

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 23 MARCH, 1888.

Volume XVI.  
Number 21.

## YOUNG MAN!

If you are a novice, don't give it away to the the neighbors by buying a cheap wheel because its original cost is below that of a high grade machine. It will prove a delusion and a snare, and will superinduce profanity and poverty.

Buy a bicycle that will stand up under you and do what you want done. If you ride a

## \* VICTOR \*

No one will question your right to wheel up to the front with the veterans.

VICTORS ARE BUILT RIGHT.

*Send for Catalog.*

**OVERMAN WHEEL CO., Makers,**  
BOSTON.



# THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

**BALTIMORE, MD.**

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**Write for Our 1888 Catalogue.**

**New Rapid Roadster,**

**New Rapid Light Roadster,**

**New Rapid Safety,**

**QUADRANT TRICYCLE, No. 8, for Gentlemen,**

**Quadrant Tricycle, No. 14, for Ladies and Light Gentlemen,**

**Quadrant Tandem, No. 15. Two Ladies can ride.**

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We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

**KING OF THE ROAD LAMPS,**

and shall be pleased to give quotations.

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**Agents Wanted for our Cycles and Sundries in unoccupied territory.**

## You May be Interested in This.

I shall make a specialty of renting Bicycles, Tricycles and Tandems this season, and shall offer only the best wheels in perfect condition. The Columbia Light Roadster Bicycles, Veloce and Bicycleette Safeties, Columbia Light Roadster and Surprise Tricycles and Columbia Tandems will compose my road stock. I shall not rent second-hand wheels, but on the contrary my road wheels will be new and 1888 patterns. My pamphlet, giving terms and particulars, will soon be ready, and I should be pleased to mail a copy to any applicant.

I have received, in the way of exchange, a number of first-class Second-hand Bicycles during the past week, sizes 52 and 54, that I can offer at very low figures.

Correspondence promptly answered.

**GEO. R. BIDWELL,**

313 West 58th Street, New York.

NEAR THE PARK.

### FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

**WARRANTED TO PLEASE**—The Common Sense Stocking Supporter. The best in use. Price 35c., mailed. E. H. CORSON, Rochester, N.H.

**FOR SALE**—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine and tyres scarcely show a scratch; all just as good as new; good reason for selling. Price, \$85.00. Address G. W. GAIL, Jr., care The Clark Cycle Co., Baltimore.

**BARGAINS**—Each Wheel Good as New—1 Sparkbrook Humber Tandem, Marlboro' Club Tricycle, Rudge Humber Tandem, 54-inch Victor Bicycle. For details address L. H. PORTER, 20 West 23d street, New York.

**FOR SALE**—48-in., '87, Special Star; balls to small wheel; hollow framing, ramshorn bars and spade handles; cricket saddle, Lakin's Standard Cyclometer. In perfect condition, Price \$115. A. B. SCHNEIDER, 37 Stebbins st., Springfield, Mass.

**FOR SALE**—50-inch Columbia Light Roadster, standard finish, ball bearings all around, cowhorn handle bars, Kirkpatrick saddle; in first-class condition. For particulars address P. O. Box 2181, Ithaca, N. Y.

**WILL SELL VERY CHEAP**—50-inch Expert, balls all round; double grip handles and pedals; cyclometer and hub lamp; first-class condition. Write for particulars. A. P. C., P. O. Box 1883, New York.

**FOR SALE**—Sparkbrook Tandem (balls all over), lamp, cyclometer, buffer saddles; fine condition; a bargain. H. E. BIDWELL, Pittsburg, Pa.

**FOR SALE**—50-inch British Challenge, in fine condition; all the latest improvements. Cheap. P. W. SWAIN, Rockland, Mass.

**FOR SALE**—52-inch American Light Champion, with extra heavy spokes in rear wheel, 1887 pattern. Been ridden only 4 months. \$90.00 spot cash takes it. A. J. CUSSON, 1318 N. Jefferson street, Bay City, Mich.

**FOR SALE**—Marlboro' Club Tandem, \$125. 5x7 Photo. Outfit (cost \$80), \$60. Send stamp for particulars. H. R. BRYAN, Hudson, N. Y.

**WANTED**—One 50-inch and one 54-inch Victor, New Rapid or Expert machine, late pattern. Will pay spot cash for suitable wheel. Address, with full particulars, BICYCLE, P. O. Box 2434, New York City.

**FOR SALE**—1877 Victor Safety bicycle; in first-class condition. Address J. S. DEAN, 28 State street, Boston, Mass.

**VICTOR** Light Roadster, 1888 pattern; ridden very little; at \$40 under cost. 52 or 54-inch. H. CROWTHER, Box 1582, Philadelphia.

**FOR SALE**—Columbia two-track Tricycle; had very little use; will sell cheaply. Address ASHMEAD, 84 Fairview ave., Jersey City, N. J.

**BARGAIN**—52-inch Standard Columbia, ball bearings to front wheel; bicycle in excellent condition throughout; will sell cheap for cash for \$45. A. H. BROWN, Wappingers Falls, N. Y.

**FOR SALE**—Royal Mail Bicycle, 1887 pattern; spade handles, etc. Cost \$150; ridden 200 miles; \$110 buys it. Address WM. H. FEIKER, Box 97, Northampton, Mass.

### SPECIAL.

All Advertisements in this Department 20 cents a line.

**WANTED**—Second-hand Bicycles for cash, or will trade new Champions, Victors, Rapids, Stars, Springfield Roadsters, etc. Send full description and lowest price. GEO. W. ROUSE & SON, Peoria, Ill.

**BICYCLES**—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

**BICYCLES**, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York City.

**FOR SALE**—Over 250 Second Hand and Shop Worn Bicycles at bargain prices; send stamp for list and mention this paper. A. W. GUMP & CO., Dayton, Ohio.

**DON'T BUY A BICYCLE** until you have sent stamp to A. W. GUMP & CO., Dayton, Ohio, for list of over 250 Second Hand and Shop Worn Bicycles. Mention this paper. Second hand Guns and Bicycles taken in exchange.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



**CARTER'S**

**Foot Rest,**

FOR THE STAR,  
For Easy Coasting.

Price \$1.00.

HOWARD A. SMITH & CO.,  
Oraton Hall, Newark, N. J.



**BICYCLES.** Everything  
in new and second hand.

JOHN WILKINSON CO.,  
55 State St., Chicago, Ill.  
Send stamp for list.



**WE COVER THE GROUND.**

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO.,  
55 State St., Chicago, Ill.

**BEFORE BUYING,  
SEE OUR LISTS.  
HART CYCLE CO.,**  
No. 811 Arch St., Philadelphia, Pa.

THE FAMOUS CUSTOM-MADE

**PLYMOUTH ROCK \$3 PANTS.**  
Full Suits and Overcoats at Proportionate Prices



We sincerely believe that never before have we been able to offer our customers so good and stylish a line of **SPRING GOODS** as now our line of Chevoit

**DO YOU WEAR  
PANTS**

Suited, guaranteed absolutely all wool is particularly remarkable. Our smooth-faced goods are also very carefully selected to suit our trade, where wants we know now from long experience. For 6

cents we mail you 20 samples of these cloths, self-measurement blanks so accurate that we guarantee a fit. Also if you mention this paper we send you a good 48-in linen tape measure. Or if you must save time, send us your waist, inside leg, hip and knee measures, together with \$3, and 35c. to prepay express or postage. We guarantee safe delivery. For any cause a customer of ours may return his goods and receive back his money or a new garment, a guarantee of which statement may be obtained by writing to the American Express Co. (capital \$20,000,000), at Boston.

**N. B.**—In buying goods by mail, it is a good rule to send money only to concerns that are well known throughout the country and avoid the countless imitators that spring up for a day to compete with old and regular establishments

**PLYMOUTH ROCK PANTS CO.,**

18 Summer Street, BOSTON, MASS.

**The Brooks Ideal Cyclometer.**

SIMPLEST, MOST RELIABLE and BEST.

**Fully Warranted, only \$5.00.**

SEND FOR CIRCULAR TO  
Brook's Odometer Co., Lowell, Mass.



**JOHN HARRIOTT,**

MANUFACTURER OF

Bicycle and Athletic Medals,  
**CLUB PINS & BADGES,**

DESIGNS ON APPLICATION.  
3 Winter Street, - Boston, Mass.

# The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

The Only Absolutely Safe Wheel  
Against "Headers" Made.  
It is the Best, and it is also the  
Cheapest.  
Do not buy a wheel before you see the  
SPRINGFIELD ROADSTER.



This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with Nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered to the public.

Best class of cold drawn weldless steeltubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

## The 1888 Pattern Springfield Roadster for \$100,

Has ball bearings all around, and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

### Wholesale Distributing Offices:

MERWIN, HULBERT & CO., - New York, N. Y.  
C. F. STOKES, - Chicago, Ill.  
E. C. MEACHAM ARMS CO., - St. Louis, Mo.  
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JOHN P. LOVELL ARMS CO., - Boston, Mass.

Retail Salesroom: No. 147 Washington Street.

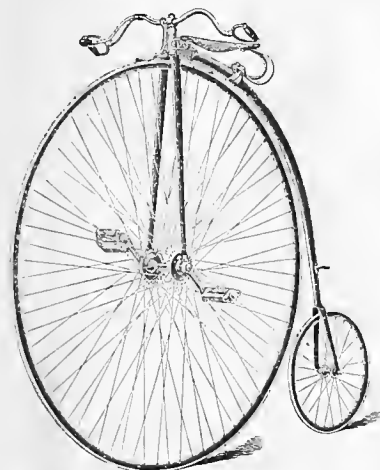
SPRINGFIELD BICYCLE MFG. COMPANY, 9 Cornhill, Boston, Mass.

# NEW MAIL.

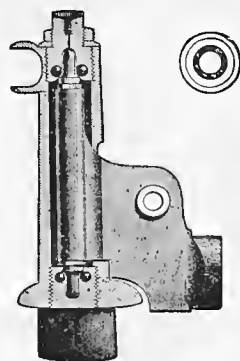
Large Handsome Photograph for  
10 cts. in stamps

## SPECIALTIES OF THE NEW MAIL.

Found in No Other Wheel.

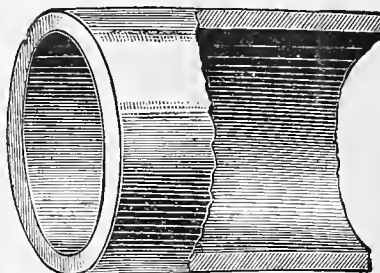


The New Mail is already having  
a remarkable demand.  
A SUPERB LIGHT ROADSTER.  
Get a Catalogue.



Trigwell Ball Head.

1000 miles without oiling  
or adjusting. Perfect Rigid-  
ity and ease of steering.  
Greatest of modern im-  
provements.



Sectional view of neck and back fork end of

### Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding,



Not a Buckled Rim Last Year.

### Warwick's New Rim.

No Seam  
outside.  
Thickened  
Metal  
at Bottom.

To find out what the New  
Mail is read the Testimonials  
of many of the leading and  
hardest riders in the country  
contained in our Catalogue.

Send for it.

Not a Broken Backbone Last Year!

MANUFACTURERS,

WM. READ & SONS, 107 Washington St., BOSTON.



Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

## ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 23 MARCH, 1888.

IF wheelmen are anxious to make voluntary contributions, the Northampton, Springfield and Holyoke side path scheme is one to be encouraged. Also the Rochester, N. Y., similar scheme.

WE have become known as sort of anti-black-tight maniacs, that is, in the opinion of those who fancy the close-fitting sable clingers. But, although not a betting man, we will wager a trifle that black tights for road use will not prove the Darwinian theory of the survival of the fittest to be correct.

BUILDING bicycle paths between towns seems to have taken concrete form, and now several are not only projected, but subscriptions are well along and plans laid out for the completion of same. The possibility of a system of these paths throughout the land should set our local clubs to thinking and acting, so that such a system may become possible. It would pay our dealers and manufacturers to interest themselves in this question.

ANOTHER batch of American talent will sail for England. Crocker wants Rowe's scalp, and Knapp thirsts for the life blood of Woodside. Whittaker, who it is said will also go over, will no doubt have a go at Temple. Crist will make it lively for the English amateur cracks. All in all the early racing season in England promises to be lively, and later on we shall hope to see the Americans return with their heads covered with laurel wreathes, and their pockets filled with British gold.

THE wheel scribes are very generally bewailing the fate of Phil Hammel, of Chicago, and the injustice of the Racing Board in not re-instating this gentleman. We know of a case just as hard as that of Mr. Hammel. Early in the days of cycling a rider whose social and business standing is second to none, unthinkingly ran for a cash prize at a country fair. This thoughtlessness caused this gentleman the loss of his membership in a club, the members of which were proud to call him a friend. We have never heard that this gentleman kicked at the inevitable. He accepted it graciously and philosophically, a fact that those who have purposely and in-

advertantly erred will do well to take to heart. This article is not written as a defence of the amateur rule, but simply as a hint to those who persist in crying over spilt milk—spilled by themselves.

KENTUCKY wheelmen will do well to remember the name of Representative Coleman from Kenton County, Ky., as introducing into the legislature of that State a bill to prohibit cyclers using the highways of Kenton County. Don't forget the name, and when occasion occurs to vote, let the wheelmen of Kenton County see to it that Mr. Coleman's name does not receive their personal endorsement. Further, we hope every wheelman in Coleman's district will consider it a duty to not only refuse to vote for him, but to work against him with all their power.

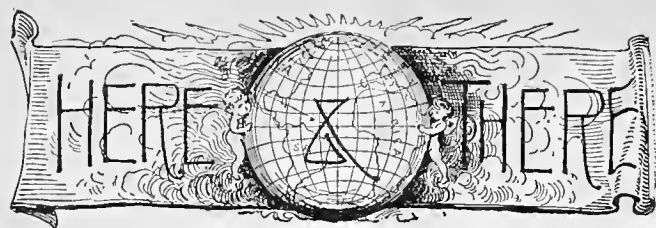
WE have been asked by a goodly number if we intend to take part in the proposed editors' race at Baltimore. We think it but fair to allay any alarm that may have arisen in the bosoms of our fellow editors, and therefore we emphatically aver that we will not start in that proposed race. We wish to give everybody a chance and we would not for the world dash the hopes for first place of such men as Wells, Rogers and Priol. We are magnanimous and feel perfectly willing to step aside and let these second-rate men have a chance. We run the WORLD but we really do not want the earth, hence we are willing to step down and not enter into competition; we are perfectly willing to allow "the other fellows" to gain glory and gather in the medals. Twenty-five miles is not our distance, it is too short.

A NEW way how to dispose of the surplus in the United States National Treasury engages the attention of a correspondent in another column of this issue. It certainly is a novel suggestion, and one bold enough to take away the breath of the most original thinker. We are heartily in sympathy with our correspondent, and we only wish that the proposed application of the surplus on the improvement of the highways were a little less chimerical than it appears to us to be. Who will start the ball by interesting some Congressman and Senator, so that the plan will have consideration at the hands of the high and mighty law makers?

THE League's Executive Committee has issued a circular letter to Chief Consuls on the need of raising funds to pay the League debts and providing a working capital. The circular concludes thus:

"The Executive Committee has the choice between two plans: It can instruct the Secretary-Editor to withhold payment to the Divisions of all that is due them, thus making them creditors of the National Body, as they were in 1887, or it can call for a popular subscription. The League has been in financial straits quite long enough, and it behooves us to throw off the incubus. We must have money for the work in hand. We have decided that it is much the best plan to make an appeal to members for a popular subscription in our behalf. We ask that you bring this matter to the attention of your Division at once, and confer with the members relative to the best method of aiding us. We ought to have a sum equal to at least fifty cents per capita, and as much larger individual subscriptions as the generosity of the donors may dictate. We leave it to your Division to decide whether or not they will vote a sum from the Division treasury, or call upon members for donations, or both. Our present income is large enough for our purposes could we have it all, but each year we see it melt away under the burning influences of debts we have inherited from former years."

We regret to have to differ from the Executive Committee in this matter. It is clearly better that the League should be in debt to the Divisions than call for a popular subscription. We believe it should work out its own destiny so long as it can see its way clear. We think it unwise to call for subscriptions among the members to simply tide over a temporary difficulty. Let the parent organization borrow of its Divisions but not go out soliciting aid from its members. Its future existence and prosperity is sufficient security for the payment of the loan. Begging, if successful, has always a demoralizing effect.



## NEW JERSEY NOTES.

## "RATCHET."

Who says "cycling?" Cycling! Oh, yes, with snow drifts 10 feet high in some places, and slush 2 feet deep in others! We have had a full-grown, thorough-bred Dakota blizzard and no mistake, and as yet, none of our "oldest inhabitants" have had the hardihood to claim that they ever saw anything at all like it this side of the Alleghany mountains. Fortunately, very fortunate indeed, was it for those who were compelled to brave the elements on Monday, 12 March, that the Mercury did not take a notion to drop to a "Dakota level" of 20 or 30 degrees below zero. Had it done so the loss of life in this vicinity would have been frightful. As it was during the interval between 11 P. M. on the 11th and 8 P. M. on the 13th, it is now known that more than a dozen lives were sacrificed within 20 miles of Newark. The number may go higher still when the drifts in the vicinity of the Orange mountains disappear, and a thorough search can be made. Some of the gullies and the mountain roads are completely filled up with "the beautiful," but in this case "deadly" snow, and it is impossible to conjecture how many, if any, poor luckless "tramps," with whom we have been over-run, for a month past, have met their deaths there. Even as I write this, one of our "staff" brings in a report the bodies of two, as yet unknown men have been discovered back of Livingston.

THE old time skating rink at Montclair is to be transformed into a bicycle riding school. It is pretty nearly time for the Montclair men to begin working for the new club which was promised.

THE *American Athlete* says: "William Lamb, of Smithville, has challenged Charles Frazier to a five mile race for \$50 a side." Lamb proved by his riding last July that he is a "goer," but his head must have swelled terribly since then if he thinks he can down Charley Frazier. A mile allowance to "the boy" might make the race more even.

A WRITER in a cycling journal wants to know why it is that a certain bicycle which costs \$100 here, can be bought for \$75 in England. This is a point which has often puzzled my brain. It applies to any article in the manufacture of which metal is used. Sewing machines, when the bottom price here was \$55 (15 years ago), could be bought in England, shipped to this country, and would stand the purchaser precisely \$23.40, duties and all. A friend of mine being in need of a set of a certain make of taps and dies, was unable to get them here for less than \$18.50 the set. He sent to England and got what he wanted for \$3.25, cartage and all. Will some of your many readers or contributors let a little light on this subject? Let "London W." try his hand!

As it is almost impossible, Mr. Editor, for me to give you any cycling news of interest, perhaps you will think the following incident connected with the blizzard worth a little space: At noon on Monday, Alexander Bennent, Charles Lee and James Marshall, Bennent's brother-in-law, all three of whom worked in the Singer Sewing Machine works at Elizabethport, started to cross Staten Island Sound in a row boat to reach their homes on the Island. The wind was then blowing at the rate of from 60 to 80 miles an hour, and it was never supposed that the men could reach their destination. The empty boat was afterward found in the ice a long distance from the starting point and it was thought its inmates had found a watery grave. A party started out to make a search on the Island on Wednesday, in order to please the friends of the three men, the searching party not having the remotest idea of getting track of them. After long and laborious ploughing through the drifts, they came to the bodies of Bennent and Lee alongside of a haystack, frozen stiff. Marshall was found, still alive, and had managed to burrow a few feet into the stack from where he was just able to make his voice reach the searcher's ears. The place where the men were found was 3 miles from where they landed. Marshall, as soon as he was able to talk, said that the party walked for hours until finally Bennent and Lee were so exhausted that they were unable to help themselves and sunk down on the snow. Marshall being the stronger man first carried Lee and then Bennent to the haystack and tried to cover them

with loose hay. He talked to them for a while, but finally they failed to answer, and although he tried every means to revive them, he failed, and he realized that they were freezing to death and he was powerless to save them. It was then that he began to feel the terrible torpor coming over him, and he began to burrow into the hay to save himself, but soon was overcome and finally lay down to die, the searchers just reached him in time. Both hands and both feet were terribly frozen and to save his life all four members have since been amputated. The physicians, at last accounts, stated that he had little or no chance of living. If he does survive, he should be presented with the first medal the Humane Society can procure as such heroism as he displayed is seldom equalled, and more rarely still by a boy (he was but 17 years of age). It is understood that should he live the employees of the Singer works intend to establish a permanent fund for his support.

## SYRACUSE.

## "SALINA."

SYRACUSE has not been snowed under as badly as the provincial towns of New York and Boston, but we have experienced a winter that will make the opening of the riding season exceptionally welcome. Club affairs have consisted—as is usually the case during the colder months—of talk, and "old salt" Salina has deemed it wise to remain frozen up and wait for the sunshine before inflicting any saltings from this place. But he's awake now. He attended a club meeting Monday night that lasted nearly until Tuesday, at which time the questions of joining the L. A. W. as a club and adopting the League uniform were discussed, those nuts with such uncrackable shells, and which every club of importance has to battle with at some time in its history, received a terrible hammering. The debate on both sides was vigorous, prolonged and intensely interesting. It resulted, as of course it should, in a victory for the Leaguers, and the Syracuse Cycling Club (thirty-four members) will be proud to see its name printed in the new *WORLD a la Bulletin*, as the great and good body of American Wheelmen.

THE question of offering badges for road riding during the season of 1888 was batted around the room until it was finally necessary to lay it on the table for repairs. A return game will probably be played next month.

BADGES or no badges, there will be much riding in old Onondaga County the coming summer. The active members are talking wheel to the associate contingent, until they can't sleep without dreaming of wheels and backbones, ball bearings, bal(d) heads, etc., and there will be many new wheels sold here this spring.

CHECKERS has been the prevailing game at club rooms during the winter. The Secretary and Treasurer has harassed more than one member with the double-back-action, single-double, corner-down-the-centre game he plays. A checker tournament is an event of the near future.

MEMBERS who wore the League uniform last season can't agree with No. 10,276 in his criticism of the garment. The suit, as now erected, has given perfect satisfaction here, and is deemed to be the best that can be secured for the money.

WE congratulate the editors of the new B. W. AND L. A. W. B.; it's a Bully Weekly and Let All Wheelmen Buy. Now it's the newest and best wheel paper published. It always was, but it's better than ever, now it's named.

## CONNECTICUT-INGS.

## THE SOLITARY CLUB.

It was painful to read those Long Island Hotel prices, but more painful to think any cyclist in his right mind would patronize such a house, which was evidently designed for the use of money kings, editors, and such like, who can afford such figures. No longer ago than last Saturday a pleasant call from Mr. Worden of Boston, who is with the J. P. Lovell Arms Co., revealed the fact that most of the L. A. W. hotels through York state are of the \$4.00 per day sort, and that puts any ordinarily circumstanced cyclist into some other hotel, every time. However, we will not push the matter of having a few moderate-priced hotels appointed, much as it would convenience many tourists, but shall be glad to get the *BICYCLING WORLD AND BULLETIN*, and think we have good value for the money, if no other benefit comes to us as members. Roads should have the earnest attention of any and all League members, to the exclusion of many other things that in years gone have taken time and cash, with few good results.

WE are planning a jaunt to Cape Ann and round there, in the season of flowers.

WE recently received an outline of what must be a charming tour in France, and one we would much like to take; it bore the words: "Compliments of Jo. and E. R. Pennell," and that imparted to it an added interest and value in our eyes.

WHEN "Brer. Pennell" complains of League members bothering him about routes, etc., the other side, they should be referred to Stamson of Stamford, Conn., U. S. A., who can supply some of their wants, and give them many points they want to know.

INTEREST in cycling hereabouts is picking up a little already, and some of the vaseline is already off. One of our safety riders has missed but sixteen days during the whole winter, and thinks that after such a one as that just past, he can "arrive there" through any one to come.

WHILE that special cycle path scheme is a good one, it would be still better, if possible, to enlist "hoss-men" in a plan to help make the roads smooth and good, so that so many more could be benefited. The roads are none too wide, for "our girls" are getting more and more into riding *habits*, that is, suits [Oh!—Ed.], and their tricycles will take up considerable room between now and the time the lady's bicycle is an accomplished fact and numerous. Let it come, and cannot we hear more about it, and see it illustrated?

#### LONG ISLAND NOTES.

##### "WING-FOOT."

THE management of the Long Island Railroad has again pre-emptorily refused to make any change in its rates for carrying wheels. This road has a monopoly of the carrying trade on the island, as well as that of the passenger traffic. Its system is as antiquated as it is complicated, and its officers were all born old, never having had any of the usual youthful sympathy which exists in young men. I venture to say that, with an enterprising and enlightened management, alive to the interests of the whole island (and not to only that section where the personal interests of its offices lie), the population would soon double. The policy of the road seems to have been, and to be, to kill all trade by exorbitant charges and poor accommodations. Witness the effect of this state of affairs at Greenport, for instance, where everything is tinged with the air of Connecticut, and the "dyed in the wool" New Yorker hardly knows himself. Now, as to where the shoe pinches, and *it does pinch*; the rates for carrying bicycles, accompanied by owners, and at latter's risk, are at present in many cases higher than the passenger fares for the same distances, the accommodations are at the least poor, and not more than half the trains have any baggage or combination cars attached, wheelmen often being forced to wait hours on this account alone. This state of things looks all the worse by comparison with the action of nearly all the other roads centering in New York in making bicycles free. Is there no legal method by which the Long Island Railroad can be forced, as a "common carrier," to put baggage cars on every train? If there is, perhaps they would be willing to compromise the other matter.

BROOKLYN riders are particularly ill-favored in this matter of railroad connection. The ten miles of bad road which exists between Brooklyn and Jamaica are probably as bad as any ten on the island, where riding is possible at all, and a party of any size generally finds all the room in an 8x6 combination "taken when they get to the depot." The rapid transit (?) system which was extended to Jamaica last year, has no accommodations for baggage whatever.

I HOPE I may not be thought to be "gone" on this transportation business, but anybody who has been put to that inconvenience, and suffered from the disregard of commonest courtesy by the Railroad Company as I have, will appreciate my feelings. I only hope the Company will be responsible for the profanity and generally "cussed" state of things they provoke, when the Great Reckoning comes about.

It is often said, that anybody who can stand the climate of New York all the year round can stand any climate on the face of the earth. We are having at present a touch of "climate" that knocks out anything of the kind on record. Sunday was a lovely day, in fact perfect, speaking wheelingly, and now there is about three feet of snow already fallen on a level, with no hint of a stop, and the wind ranges from fifty to sixty miles per hour. New York has never, within the recollection of the present generation, seen such a storm. The stoppage of the elevated roads, horse cars and nearly all other vehicular traffic, and the practical closing of the exchanges has never been known before from this cause.

ALL cycling clubs of Northern New Jersey are invited to take part in the proposed great "century" run across the State on Saturday, June 18th, on the way to the Baltimore meet, and are requested to appoint one representative each to act for the club in the temporary

organization, sending word of such action to Mr. L. A. Clarke, 25 Broad street, New York City. The following is a list already communicated with, viz.: Citizens, Manhattan, Harlem, New York, K. C. W., L. I. W., Brooklyn, Mercury, Huntington, Yonkers, Hudson County, Essex, Orange, Passaic, Elizabeth.

#### PITTSBURG and VICINITY.

##### "DUQUESNE."

CAPTAIN H. E. BIDWELL, of the K. B. C., has resigned from his club. He will, however, still ride his bike occasionally. The K. B. C.s lose one of their best riders, and one whose place cannot be filled. For enthusiasm he was unsurpassed, and he was the Nestor of the club. If the gentleman had retained his tandem and disposed of the bike, he would not have surprised us very much, but when he offers his tandem, he upsets all theories extant, as to why he gave up active cycling.

THE Alleghany Cyclers are going to hustle for road records, and all aspirants for medals will be successful, provided they get up into the thousands.

T. P. COLEMAN, better known as the child poet, has applied for membership in the K. B. C., and will seek inspiration for his sonnets on a Victor safety, which he says is good enough for him, or anybody else.

A GREAT many of our enthusiasts have signified their intention of taking in the Buffalo meeting, and would be glad if "Mercury" would inform them when the said meet is to be held, how many days it will last, etc.

A. H. NEWELL will in the future give wheelmen a reduction of ten per cent. on presentation of League ticket. This is only for meals and lodging at the road house, and not at the bar. It is to be hoped that the riders of the "silent" will hold this in fond remembrance, as every one knows that "Tony" is unexcelled as a caterer.

WILL Mr. T. B. Lee kindly inform the BICYCLING WORLD the length and gradient of Erwin's hill, and will Mr. Hugh Fleming, Jr., do the same for Federal St. By so doing, they will confer a favor on all who ride wheels in this city, and also give us an idea of what one in seven or one in eight is. I have heard that Erwin's hill is one in six, and also that it is one in eight, now which is it?

THE *Bicycling News* says Howell will defeat Rowe by headwork, and that Rowe has won one hundred races from scratch without defeat, which doesn't show head work. Now, Mr. Editor, the question arises as to which shows the best head work, winning all of the hundred, or losing part of them. Also, would Rowe (in the opinion of *Bi. News*) be a better man and have shown a better head had he lost a few of the races?

#### ST. LOUIS.

##### "LINNEUS."

will continue so.

A GOOD many of the resident riders were going to take their initial run to-morrow, but a soaking rain which fell to-day will put an end to it.

THE billiard tournament is still engrossing the attention of the members of the Cycle Club, and some excellent scores are being made. Bob Lee leads at present with Ed Bates a close second. It is rumored that the cyclists will have to vacate their rooms during the summer season and will occupy a large hall in the second story of the same building.

L. H. PARSONS, Consul at Edina, Mo., has furnished the division with a fine map drawn by himself, showing all the wagon roads, bridges and streams, together with a general description of Knox County. It is a fine affair, and accurate to the dot. If some of the other Consuls and League members would emulate Mr. Parson's example, "poor old Missouri" would soon be one of the best reported States in the League.

THE sprinkling bill passed at the election held on the 28th ult., and the heart of the west end cyclist is consequently unhappy. The streets will be all thoroughly "slopped before 7 A. M., and riding down town over the wet, slippery pavement is no fun. I think that if Street Commissioner Turner was approached in the proper way by a delegation of cyclists headed by such men as A. Moore Berry,

A. C. Stewart, L. C. Chauvenet, Geo. F. Bhker, W. M. Brewster, and a few others, an arrangement could be made to have one side of certain streets unsprinkled before a certain time in the morning and at night, anyway, it would do no harm to try it.

DROPPED in at Meacham's a few days since and found Hal Greenwood busily employed in showing customers the merits of the different wheels his firm handles. In reply to my query regarding Wells' challenge, etc., he stated that in about two weeks he would begin training harder than he ever trained before, and then he would make some of those would-be hill-climbers sick. The E. C. Meacham Arms Co. carry a big stock of cycles and perhaps the finest assortment of sundries in the city. It would be to their advantage to place an "ad." in the *BI. WORLD AND BULLETIN*, and thus let riders know it. [We think so, too.—Ed.]

THE *Post-Dispatch* surprised us a few days ago, with some of its old-time vim and enterprise, with a column article entitled "A Cycling Cleric." It was a very well written one, and of a kind that brings the cycle prominently before a class of people who have paid it but little attention so far, and was favorably commented on on all sides. People can say what they want to of Hicks, but the fact remains that, save an occasional break or personal attacks, he is one of the best writers of cycle articles in the country, and he ought to make it his business to again start the *Post-Dispatch* cycle column, and regularly keep it up to its former standard of excellence. The *Globe-Democrat* also has a cycle correspondent, and if I am not mistaken he is a lively, bespectacled, young man, who is well known to all members of the Cycle Club.

THE St. Louis Wheel Co. will give a grand road race towards the end of April. The value of the prizes will eclipse anything ever before here, excepting the "Ramblers" 1885 tournament. The race given last year by the above Company was the event of the season, and the liberal prizes offered for this one will, no doubt, draw out a big field of starters. The course will be from Manchester to the Pump, a distance of sixteen miles. The chances are that about thirty entries will be received, and as the race will be a handicap, all will stand equal chances of winning. Prominent among the starters will be W. H. Wylie, E. N. Sanders, Will Snyder, Alex Lewis, E. A. Smith, the winner of last year's race, and probably Klipstein and Hildebrand. The participants in last year's race feared the last two more than any one else but for some reason they did not enter.

#### CHICAGO.

##### "THE MULE."

It is now settled that another team of cyclers will invade England in the near future. Tom Eck arrived here on Thursday (15), and left again in the afternoon, having completed in the interval, arrangements to take over the strongest team that could be put together. It will consist of T. W. Eck as manager, Frank Dole as backer; H. G. Crocker, W. F. Knapp, S. G. Whittaker, and Louise Armaindo, professionals, and W. E. Crist, amateur. The party will sail on the Etruria, on her next Eastward trip, with the intention of first annihilating the American team, now over there, and then the Englishmen. Of course, Eck is very sanguine that they can do this, and believes Crocker can defeat Rowe at pleasure. We shall see. Immediately on arrival, Crocker will challenge Rowe, Knapp will make play for Woodside, and Whittaker will pay attention to Whittaker (?). As to Armaindo, nothing definite has been arranged, but the chances are she will do little but give exhibitions. Eck is anxious to have it understood that Crist goes over purely as an amateur. "He pays the whole of his expenses," says Eck, "and asked to go with us for the sake of company and experience. His father has asked me to look out for his interests, and all his engagements will be made through me. We are going purely on our own responsibility, and though we shall take three or four Champions with us for road use, we shall use English wheels for racing. You see," he concluded, "we are going to ride to get there first, and not to orders."

THE Chicago bicycle club which has been homeless for the past year, has a roof over its head again. The new rooms in the Honore Building, were formally opened last Tuesday, when 120 wheelmen responded to the club's invitation to make things lively. Among the best-known riders whom I noticed were Dr. Edwards, one of the oldest riders in America, President Thorne, Ex-president Tom Miller, R. D. Garden, Charley Randall, Thomas Jeffery, L. W. Conkling, B. B. Ayers, Ed. Oliver, and the much-abused but ever-smiling Tom Roe, looking as serene as if he didn't know or care what a professional race was. Space will not permit me to describe the evening fun, and the splendor of the clubs rooms is proverbial. The great joke of the evening, however, was the proposal of somebody to make up a suitable reward for "the gentlemanly waiter from

Kinslay," who turned out to be one of the most wealthy members of the club, but a late acquisition, and, therefore, unknown to nine-tenths of the members and all the visitors!

THE report that Phil Hammel would be admitted to the Owls, proves to have been premature. Although he was encouraged to believe he would be elected, when the boys came to talk business, it was found that the majority objected.

PREPARATIONS for Bob Garden's second annual road race have been commenced. It is a little early to dive into particulars, but I am assured that the prizes will aggregate \$1200 in value, and that the race will be open only to local club men.

CONKLING is growling, because in my last I inadvertently referred to Surbridge as the Victor agent. Strangely enough, Surbridge is doing the same thing! Tom Roe, too, says that though he got a warm shot, his wasn't half as bad as Surbridges'. Its all a matter of taste!

#### PHILADELPHIA.

##### "ARIEL."

CROCKER, Knapp and Whittaker sail for England next week under the management of Mr. Eck. They are backed by Mr. Dole, who is also Littlewood's backer. Crist, the Washington flyer, together with Barber, his fellow club member (they are both Capital boys) also expects to cross the briny and meet the Britishers on their native heaths. Eck challenges any two men in the world for a race at any distance, from one quarter mile to a six days race, any amount; and said to your correspondent, "There's a chance for the Senator." He did not name his men, but Crocker is one of the two and he is a good one. He told me himself that he would not mind having a go at Rowe, and I believe it would be a race worth seeing. Crocker has sent his wheel along pretty well down in the seconds (2.30 I understand, in practice) and he is a better man this year than last. Howarth, his trainer, says he is the easiest man to manage he ever handled, doing just what is told him, like the manly straightforward fellow he is.

THE Wells matter settled in a jiffy, wasn't it? Are we satisfied? Well, I don't know.

So "Duquesne" says that Banker opines he can show Wilhelm his little wheel this season? We'll see; but I know who Philadelphia cyclers would bet their little shekels on, and no discredit to Mr. Banker either.

A FLYING trip to the city of Reading showed some changes in that place. The Reading Wheel Co. takes the place of the cycling firm of Crowther & Potter who have dissolved. Messrs. Crowther and Scheele will be the new concern. The Victor wheels will be their specialty. The Ariel Wheel Club is also a thing of the past. Cause, non-attendance.

THE Century Wheelmen had an indoor athletic entertainment last Tuesday evening, at their club house, No. 1807 North Broad street. There were several bouts with gloves by members of the Schuylkill Navy and the club members, and a wrestling match between Messrs. Schell and Hotchkiss for a medal, which was won by Dr. Schell, who took both falls. Messrs. Brown and Gideon handled the gloves in a style that recalled memories of Dempsey and McCaffrey, so 'twas said. One of the latter's straight counters from the shoulder drove his antagonist half through the window. A half mile race on the home trainer was won by M. G. Bailey over F. W. Brampton and Frank Strasberger. There were a number of other interesting events, and altogether the whole affair was voted a great success. The club is very much crowded, and is in so flourishing a condition that a new club house will probably be a thing of the near future.

#### BUFFALO.

##### "MERCURY."

THE proposed constitution of the L. A. W., published in the *BICYCLING WORLD* of the 9th inst., looks well, and perhaps will work well. Sect. 2 in article 4, relative to allowing one or two representatives for each League club, providing it has a membership of over twenty, impressed me very much. Now, that's the way to talk; let every League club have something to say, be it ever so small, in the management of the L. A. W. It sometimes happens that a city boasts of more than one club, and that one is larger and older than the others; and it most always happens that the larger and older club takes in all the plums (Consuls) and has everything to say, while the smaller clubs are told to take a back seat, with the remark, "youngsters should be seen and not heard." Now, that is wrong, if it be a League club; it is entitled to at least one mouth-piece, if not two. I am not speaking of any particular city, as may

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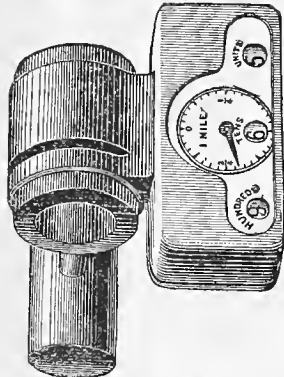
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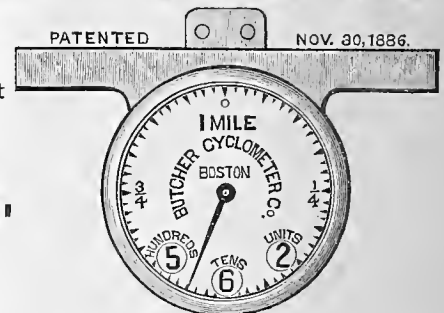
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Guns and Sporting Goods.

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**F. P. EDMANS & CO.,**

**TROY, N. Y.**

perhaps be imagined, but in a general way, for I believe such a state of things exists in several cities. Another good idea in this proposed constitution is contained in article 2, in regard to State Divisions. The membership of the L. A. W. is increasing every year, and such a step as the proposed constitution provides is necessary sooner or later; the sooner, the better. They ought to abolish the amateur distinction.

For the past week Isham has had his show window decorated with a large collection of photos. of cycling celebrities, which have attracted a good deal of attention.

THE Buffalos held their second ball of the season, Friday evening (March 16th). It was a success. H. M. Barker, R. C. Chapin and A. H. Morey were on the entertainment committee.

THE first numbers of the BICYCLING WORLD AND L. A. W. BULLETIN combined have been received with evident satisfaction. Many L. A. W. members and other wheelmen express the belief that it will prove a most successful venture.

THE Buffalo club has a heavy (?) question to deal with just now, in regard to having the gymnasium open on Sundays. Its members are equally divided on the subject. A local paper suggests this method: Close the large door and open a little side door, *a la* saloon, on Sunday.

THE ex-American idol, J. Lawrence Sullivan, has fallen from his lofty pedestal of fame to the common herd (of pugilists) below. It is to be hoped our cycling champions will not follow suit, if they do there will be a "Rowe" (no bouquets, please). I'll see you later, *au revoir*. [Please go easy on puns.—ED.]

THE Ramblers' pool tournament is causing a good deal of excitement among the members and their friends. Any evening you may see a number of spectators in the rooms, interested in a game between two "experts." Some very close games and pretty plays have been the result. The prizes are valuable, and worth playing for. At the present writing, Deitzer leads, with Reiman and Hauenstein struggling for second place.

## NEWS

### AND COMMENT.

"Good old Pitman, the Vet." What old timer does not know Pitman personally, and what later-day cyclist has not heard of him? He sent us his photo. the other day, and we give it a post of honor among our collection. Mr. Pitman held the first tricycle 100-mile road record made in America. The "Vet." is a "Benedict" now and so the "selfish machine" (we mean the one that boasts only one saddle) practically knows him no more, but he is just the same whole-souled fellow that we used to know when he sought fame on road and path.

WE are sorry to hear that Cleveland will not have a race track this year.

MR. SAM'L. T. CLARK of Baltimore was in town last week, and we had the pleasure of meeting him.

"PHILADELPHIA is not a profitable place to hold a tournament in." Verdict by Eck, Crocker, Knapp, Rhodes, & Co.

THE American team, on arriving in this country in August will proceed to Lynn and there put in their preparatory practice.

A PETITION is being circulated by citizens of Philadelphia asking for the improvement of Broad street, north of Dauphin street in that city.

THE Rhode Island Wheelmen will move into larger quarters. The rooms are in the Providence Bank Building, on South Main street.

THE Atlanta, (Ga.), Bicycle Club will hold a race meeting at Piedmont Park, Atlanta, April 16 and 17. There are 13 events on the two days programme.

THE attendance at the benefit tendered to the stranded professionals in Philadelphia, only amounted to 400. 'Tis unnecessary to say that the "benefit," financially, was not great.

NEXT Wednesday a tournament under the management of John A. Wells and W. Updegraph, will be held at the Elite Rink, Philadelphia. It will consist entirely of amateur events.

WE have to go to the land of the shamrock to learn that the Indian name for ball-head is "pompasuhkounontop." Won't somebody try to pronounce the above, and then if the relatives will please send us the fragments of the remains we will provide the alcohol, the bottle and an appropriate epitaph.

A CORRESPONDENT writes: "For an 'open' winter this one of 1887-1888 takes the prize, but I am in favor of keeping our winters 'closed'—too much cold gets in if they are 'open.'"

"IXION" objects to having his age placed at 55 years. In reply to "No. 5550," who writes, "Ixion must be 55 at least," he says: "If my family bible tells the truth, No. 5550 is just 26 years out of the way."

THE Rhode Island Division will hold a special meeting Saturday, March 24, to consider the call for financial aid made by the Executive Committee. We believe this will be the first Division to officially take action.

IN all probability a number of Philadelphia men will wheel to Baltimore instead of taking the train. Those who rode to the Washington meet a few years ago are anxious to repeat the pleasant experience.

MR. DUCKER is already preparing for the fall racing campaign. He is having some six-color lithograph posters ten by fifteen feet made. Mr. Henry E. appreciates the fact that half-way methods do not pan out.

WE suppose the name "Goat," as given to the rear driving safety is very, very funny. We must confess to a dullness of intellect in not being able to grasp the hidden wit. Will some one please send us "the key" to this jokelet?

OUR contributor, "London W.," desires to thank Mr. Elliott Mason for sending the distance record card, and he also wishes to acknowledge the implied compliment that he (London W.) still rides a bicycle, which he does. We are making strenuous efforts to prevail on our co-editor to represent the WORLD in the great proposed editors' race at Baltimore.

WE are three thousand miles away from England and the jurisdiction of the N. C. U., yet we cannot but feel the greatest interest in the final result of the road racing war now waging in the mother country. We are not in accord with the views expressed by our correspondent, "Sandy," in our last issue, but he comes *nearer* to our views than most men who have "views" on this subject.

THIS is a nut for some of our racing men to crack. It is respectfully presented by "Spinaway," and reads as follows: "A genuine professional is far more to be admired than some of the professionals who now don amateur clothing, but have no other claims to be considered as such." Now gentlemen, don't all speak at once and get up on your dignity, that would be a "dead give away." Pardon the slang.

WE were pleased to meet Mr. Alec Hill, lately arrived in this country and who will represent the Coventry Machinists' Co. on the road this summer. We welcome Mr. Hill to the United States, and hope his experience in this country will prove so pleasant and profitable that he will decide to make it his permanent home. Mr. Hill had only five days' notice from his principals of their intention to send him to this country.

THE Boston Club is notorious the world over for its entertainment of wheelmen from other cities, and therefore it is with reason that those members of the club who attended the late session of the Board of Officers in New York complain of the lack of entertainment proffered them by the wheelmen of the latter city. They trust that the time will never come when prominent wheelmen can visit this city and not be invited to, at least, inspect the inside of the club houses.

A CORRESPONDENT from Kansas City sends us the following notes: "The draft of the constitution and by-laws, as reported by the Re-organization Committee at the Board of Officers' meeting, March, has, as a whole, been universally well commented upon. There are a few features which could be altered to good advantage. [Go to Baltimore and make your suggestions, that is the only way to bring about any satisfactory result.—ED.] "Captain Nelson T. Haynes of Kansas City is quietly learning to twang the banjo, and promises to enliven the monotony of club runs with the little ditty, 'I'm a Wandering Wheelman,' etc. Quite a crowd of the members at the club a few evenings since were singing while Haynes played the only accompaniment he knew. All the songs were sung to the one accompaniment. Shades of Wagner! It was moved and seconded that the club employ an instructor to teach 'Haynesy' to play."

THE Clarksville, (Tenn.) cyclers will celebrate their second anniversary March 30th and 31st. It will take the form of a banquet at Elden's Opera House. Runs and tours, and a street parade on the afternoon of March 30. The reception Committee are I. N. Parker, R. F. Bunting, and B. A. Patch.

## WHEEL CLUB

## NEWS.

THE Rhode Island Wheelmen will take another trip to Boston this spring. The experience they had in Wellesley last year does not seem to discourage a second trip. We hope Dr. Bogman and his "pocket pistol" will accompany the party. The Providence Wheelmen are raising money to defray the expenses of a tournament they wish to give at Roger Williams' Park on Decoration Day. The three-mile state Championship will be run on that occasion.

THE Dorchester, Mass., Club held their annual dinner last Tuesday evening.

ROWE took a tumble in England the other day. He came in collision with Battenby at Newcastle and got badly shaken up. "No bones broken."

KEYSTONE Bicycle Club of Pittsburg, Pa., held its annual meeting at the 7th Avenue Hotel on the evening of March 7, after a season of refreshments spiced with anecdotes, they balloted for officers for the ensuing year, with the following result: President, R. F. Smythe; Secretary-Treasurer, J. W. McGowin; Captain, C. F. Seidell; First Lieutenant, T. B. Lee; Second Lieutenant, C. A. Smith; Third Lieutenant, J. W. Gloninger; Color Bearer, B. D. Smith; Directors, F. F. Sneathen and J. W. Atwood. It is the present intention to hold club runs every Saturday.

WE think the example of the Pennsylvania Club, of Philadelphia, as set forth in the following item, would be a profitable one for clubs in other sections to imitate. "The Pennsylvania Bicycle Club of Philadelphia, will give the first of its series of public entertainments on Thursday evening, April 19, at Association Hall, Fifteenth and Chesnut streets. The entertainment will consist of a lecture by Mr. A. H. MacOwen on the pleasures incident to a trip "With Wheel and Camera Through the Isle of Wight." The lecture will be illustrated by nearly 100 views taken directly from nature and shown by the aid of a stereopticon."

THE new officers of the Syracuse, (N. Y.,) bicycle club are as follows: President, Carl G. White; Vice-President, Harry N. Denny; Secretary and Treasurer, George H. Harris; Captain, H. W. Chapin; members of the Club Committee, President, Secretary, Captain, and H. W. Wiard and Clarence Decker; Bugler, Chas C. Truesdell; League Consul, James P. Becker and League Representative, Fred Brigham. Club rooms, 7 Joy Building, on Genesee street, (the old turnpike which extends from Albany to Buffalo, and if you ever travel over that road stop and see the boys.)

THE members of the Missouri Bi. Club were very pleasantly surprised a few evenings since by observing the long wished-for book case, which is to contain the nucleus of the club's library, standing in one corner of the reading room. It is finished in cherry, and makes a handsome addition to the club's furniture. Bert Taylor, the librarian, is now getting up a choice collection of literature to fill its spacious shelves, and ere long the club will possess a first-class library.

THE Marion County Wheelmen of Hannibal, Mo., held their annual meeting March 5, at which the following officers were elected for the ensuing year: President, W. H. Hall; Vice President, P. P. Lockling; Secretary-Treasurer, H. C. Woodruff; Captain, A. C. Miller; Lieutenant, C. H. Appler; Bugler, W. C. Foss; Color Bearer, Jno Sydney. At the meeting it was voted to continue as a League club, and the uniform worn last year, which is one of the handsomest one I ever saw, was adopted for the coming season. They decided to print their constitution, by-laws and road rules in convenient pocket form for reference. Captain A. C. Miller is the hustler and local Consul of Marion County, and the club under his guidance will no doubt be heard from this season.

THE Missouri Bicycle Club held its annual meeting for the election of officers Tuesday, March 6, at their club house. The meeting was a red hot one, and slate smashing was rather heavily indulged in. Messrs. Stewart and Berry were nominated for the Presidency, but both withdrew in favor of W. M. Brewster. After the smoke of the battle had cleared away, the following were found to be elected: President, W. M. Brewster; Vice President, E. A. Smith; Treasurer, A. P. Dennis (re-elected); Secretary, Geo. Boswell (re-elected); Captain, Ab. Lewis; First Lieutenant, C. C. Hildebrand; Second Lieutenant, R. N. Stubbs; Color Bearer, W. P. Grath; Bugler, "Ribsey" Williamson. For the first time in the history of the club, the President is an active wheelman in all that the name implies, and a hustler whose reputation is well known to all. The so-called "young element" is put in complete charge of the club, and no doubt will soon fill the active membership to the prescribed limit.

## MOONLIGHT RUN TO SAN JOSE, CALIFORNIA, BY THE SAN FRANCISCO CLUB.

No better combination of weather and roads, moonlight and time, could have been desired upon the occasion of the first run of the season of the San Francisco Bicycle Club. The Captain had previously given orders for the club to assemble at the foot of Market street to take the 4 P. M. boat for Oakland on Saturday, Feb. 25th, and in accordance therewith only seven members showed up at the above time and place. This was somewhat of a disappointment in the way of numbers, however, we had a jolly little party. After crossing the bay we boarded the train at the Oakland Mole and were carried to Brooklyn, and from this point our actual ride commenced. The moment we were fairly out upon the road, we appreciated what a delightful ride was before us. The expression, "sand-papered roads," is comparatively mild, they were like a skating rink floor, and the air was so balmy and bracing, that as we passed by

## FIELDS OF NEWLY-SOWN GRAIN

we felt that we could not throw our shoulders far enough back to drink in a sufficient supply of the fragrance of fruit blossoms and of the growing grain. As the party was small the officers permitted both themselves and the high private of the rear rank to indulge in such rate of speed as was most suited to the notions of the several riders. It was not long before we had a pace-maker in the lead, and any casual observer would have called it a road race. We reached San Leandro well bunched, in a very short space of time, and dismounted to cool. The thermometer stood about sixty-five degrees, and with our rapid pedalling we were perfectly willing to take a rest of five minutes before continuing our trip. At this point we voted upon which road to take, and we settled it that we should prefer to reach Mt. Eden via San Lorenzo, as these roads, though a trifle longer, were reported in better condition. (Our route is described in "California Road Book," Route No. 2, and variation "A.") After our rest we mounted again and were rapidly wheeling towards Centreville and dinner. We soon settled into our former hot pace and eventually reached Centreville. Actual riding time from Brooklyn, one hour and twenty minutes; distance, 26 miles. We were now under the genial care of Mr. and Mrs. J. D. Gregory of the Gregory House. We arrived a trifle late for dinner, but with such nice people for hosts, nothing would do but that we must have a nice hot dinner, and we had one, too, and hugely enjoyed it as well. Dinner over, we lighted cigars and settled ourselves comfortably, that we might prepare to continue our ride after dinner had properly settled. Billiards and cards served to while away time both pleasantly and profitably. [Evidently our correspondent held a royal flush.] At 8 o'clock the Captain gave word that it would be advisable to make a start, and we arranged in accordance therewith. While we were at dinner,

## THE "FAIRE MUNE"

had quietly taken her place in the sky, and now she shed her "softe white lighte" in such profusion that "ye hearte of ye merrie bicycler" was made exceedingly glad. It was a day and a half before full moon; and such a moon as it was! Not a breath of air, nor a cloud in the sky. All acquiesced in the sentiment that it would be difficult to plan another moonlight ride, where the roads, weather and moon would be all properly suited to the circumstances as they were on this particular occasion. We were so favored with good roads and plenty of light that our speed was hardly reduced, even though it was night. Washington Corners was the next point en route, but we pressed on without a stop, passed through Harrisburg and pulled up at Milpitas for a breathing spell. I forgot to mention that just before reaching Centreville we struck a bit of road, though only an exact mile long, it is a mile that is always remembered by any rider who passes over it; and especially if the rider be a new one, or soft. The part referred to is the bridge over the Alvarado marshes, which leads to Alvarado. The bridge when originally laid was cheaply done, and the piling and studding has settled unevenly, making small hillocks throughout its length. This, combined with the soft and knotty planks which are unevenly worn, produces a sensation to the rider that makes him soon feel as if an air cushion or air-tight rubber bag would prove very acceptable. This bridge often causes peculiar (not harmonious) remarks to be made of it by most all wheelmen who cross it. I think (I may be mistaken) I heard one of our high privates give vent to a "few peculiar" ejaculations thereon. After a few minutes rest at Milpitas we remounted, and were soon on the home stretch to San Jose. The roads, as we approached the "Rhubarbs" (according to Matthews) of the Garden City, became dusty and gravelly, so our progress was not quite so rapid; but we managed to pull up at the St. James Hotel in San Jose at the seasonable hour of 10.20 P. M. Our actual riding time for the trip being three hours and twenty minutes. We registered

and placed our bikes aside, and then paid a visit to the editor of the *S. J. Times*. That done, we made a call upon the members of

#### THE GARDEN CITY WHEELMEN

and found a few of them at home in their new club room. After a good social time we all adjourned to a refreshment booth at the invitation of the Garden City boys, and spent the balance of the evening.

The company eventually broke up and each went his way. We went to bed to prepare for an early ride on the morrow. After a good and needed night's rest we were up at 6.45 and out on the road at 7 to enjoy a ride to Alum Rock, a place of resort, surrounded by mineral springs some 7 miles from town. The point we wished to reach is called "the Junction," being the junction of Lick avenue (leading to Mt. Hamilton where the observatory is located) and the road which continues on to Alum Rock. The grade to the junction is 4 feet to the hundred, so gentle that most any wheelman is capable of riding it.

On arriving at the Junction we rested and then mounted our wheels prepared to enjoy the smooth coast of nearly 2 1-2 miles. It is needless to say we rushed down this grade with a speed almost equal to that of a "wild locomotive" and the faster we went, the greater our enjoyment. On the return to the hotel we had a good hearty breakfast, and at 10 A. M. made ready to start homeward. Our prospective ride we did not sincerely contemplate enjoying, for we saw we were to face a stiff north breeze all the way home; and as the day wore on the breeze blew harder. However, we made up our minds to ride home, though the wind was against us, and we did it; all very much pleased and satisfied with a ride of 100 miles made over most excellent roads.

L. A. W., 7616—2758.

#### SIX-DAY, FOUR HOURS A DAY PHILADELPHIA RECORDS BROKEN.

[THE following account was mailed in Philadelphia, Sunday, March 11, and it reached us March 16. No one to blame, but the snow drifts were too deep.—ED.]—

The six-day, four hours per day, bicycle race closed at the Elite Rink, Saturday, March 10, and four of the five riders who finished beat the record. About 1000 people were present, by far the best attendance of the week. There are upwards of 3000 wheelmen in Philadelphia, and why this race was not better patronized is one of the mysteries. On Thursday night Crocker rode 72 miles in the four hours, an average of 18 miles an hour, and this too on an eleven-and-a-half lap track. He was riding in splendid form, and none of his competitors could touch him. Whittaker was thrown out of the race by an ugly header early in the race, and he sprained both wrist and knee so badly as to throw him out entirely, although he went on the track with Miss Armaindo Saturday evening and rode about 15 miles. The score for the week was as follows:

	MILES.	LAPS.
Crocker, - - - - -	405	9
Knapp, - - - - -	405	6
Ashinger, - - - - -	404	6
Rhodes, - - - - -	403	10
Dingley, - - - - -	376	0

The first four men all break the record, which for this kind of a race was held by Ashinger, who had made 400 miles for that time.

ARIEL.

#### FORTY-EIGHT HOUR RACE AT NEWCASTLE, ENGLAND.

##### ROWE WINS HIS FIRST RACE.

We give below the results of the 48-hour race lately held in St. George's Drill Hall, Newcastle, week ending March 3. Shortly before time was called for the finish all the men were cleared off the track, and only Battensby and Young left. The bell rang out the last five minutes, and then was witnessed the final struggle. Both men strove hard, but Battensby got home a length in front amidst deafening cheers, having won the race by a lap and a little over. The scores were:

	M.	L.
Battensby, - - - - -	766	9
Young, - - - - -	766	8
Lamb, - - - - -	758	6
Terront, - - - - -	756	4
Parkes, - - - - -	603	8
Dubois, - - - - -	537	0

The five-mile international race, ridden in heats, was won by W. A. Rowe. Rowe, however, did not like the corners, and neve

fairly let himself out. He is matched by Mr. Morgan for £100 against W. Wood, over the Jarrow track, for fifty miles, the latter's stake being £75. We are indebted to the *Cyclist* for above.

#### HOW TO APPLY THE NATIONAL SURPLUS TO SECURE BETTER ROADS.

THE Secretary-Editor of the L. A. W. says in the *BI. WORLD* of March 2d: "One M. T. Thompson offers," etc. We wish to second Mr. Thompson with spirit. Mr. Thompson's idea is to relieve the United States Government of the \$200,000,000.00 surplus which President Cleveland and many other eminent men are troubled about, by distributing it among the States for the purpose of building good roads.

Apparently the advisable way would be to distribute the money among the States and Territories in proportion to the number of square miles of their domain. There being 5,000,000 square miles in the United States, excluding Alaska and the Indian Territory, there would be \$40.00 per square mile distributed on this basis.

This would give Ohio with 40,000 square miles, \$1,600,000.00; Pennsylvania, \$1,840,000.00; New Jersey, \$320,000.00; New York, \$1,880,000.00; Massachusetts, \$320,000.00; Vermont, \$400,000.00; Michigan, \$2,240,000.00; Arizona, \$4,560,000.00; and Colorado, \$4,200,000.00; and being distributed again among the Counties, would give to a County the size of Essex, N. J., which has an area of 160 miles, \$6,500. which is a sum not too small to be of use, and one which would pay for more work in some other parts of the country than it will with us.

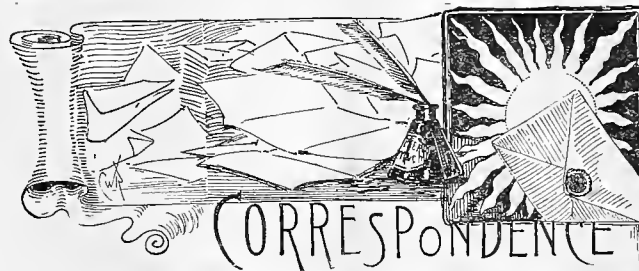
I do not think counties should be forced to take their share of the award, but those whose roads do not require improvement, and I am told there are such, would refrain from applying for the award and leave it to go to other places in the same State.

Also if the officials of any County should prove too indolent to take the trouble to write out the proper application within a certain specified time, then such County should forfeit its claim and the amount should be at the disposal of the State.

If this, on further consideration and investigation, should prove not to be an inadvisable use of the money, it would seem to offer just such an opportunity as the League has been looking for to work for road improvement, and it would gain for itself and for wheelmen generally no little prestige and renown by advocating the measure.

We have some eight or ten million farmers to stand by us with their influence in any such movement. This is an outline of work ready for filling in. Shall we fill it in? If not, let us all know and understand why not. Let us discuss and ventilate the matter, and let us discuss it now.

J. V. L. PIERSON, L. A. W. 9760.



#### MR. TUCKER AND THE WELLS QUESTION.

*Editor Bi. World:* Fearing that a portion of your account of the last meeting of the Board of Officers, in which I am quoted as saying, "He wished to state that in his opinion a serious mistake would have been made had Mr. Wells been elected Secretary-Editor, considering that gentleman's financial connection with the *Bulletin*, etc.," may be misleading and not fairly presenting my views on the subject to which they relate, I desire to submit the following, and respectfully ask for its publication;

The objections I would have urged against Mr. Wells, as Secretary-Editor, were based entirely on the position he would have occupied to the *L. A. W. Bulletin*, he being then and now, a member of the firm, which had the contract for printing that paper; his election would, in his dual capacity, have placed him in an extremely delicate business position, and one, he could not expect to have occupied, without much criticism—whether just or otherwise.

My questioning the wisdom of his election, was only for the reasons above stated and not intended in any way as a criticism on his relations to the L. A. W. or its Board of Officers, either then or now.

To make my position thoroughly impersonal, I would say, that I should have considered it my duty to have opposed the election of any one to the position of Secretary-Editor, who intended to occupy a like dual position.

With much respect, I remain, yours truly,  
Philadelphia, March 10, 1888. W. R. TUCKER.

### BRAKES FOR SAFETIES.

*Editor Bicycling World:* Regarding your editorial comment in last week's issue supporting the idea of placing the brake on the rear wheel of the rear-driving safety, I should be glad to hear through the columns of your paper, ideas of some others riders concerning this point.

I have been riding a rear-driving safety for three years, and am conversant with most of the leading English types of this machine, and nearly all that I have examined seem to have the brake of the spoon pattern acting upon the front wheel, unless by some complicated arrangement of the front forks, it has been found impossible to attach the brake at this point. My experience with the spoon brake on the rear wheel, has not been of the pleasantest, as not only was the mud splashed over the lower bracket bearings, but over my clothes as well. With a good, stout spoon brake attached to the handle-bar, and acting upon the front wheel, it seems not only to be in its natural position, but much more effective and certainly less complicated, consequently, not as liable to get out of order. In looking over a number of English catalogues for this year, recently received, I notice that the spoon brake acting upon the front wheel is almost universally used, and it is only attached by a band or spoon on the rear wheel, where the construction of the machine will not allow it to be placed in the first named position.

Would some other riders of this type of safety, give their experience on this point, and greatly oblige.

Yours fraternally,

L. A. W., 3001.

### A WHEELMAN'S BALLAD.

RUDE winds from some bleak polar shore,  
In savage gusts of icy sleet,  
Among the tree-tops fiercely roar,  
And on my frosted windows beat.  
In deepening drifts along the street,  
Through weary months the snow has lain,  
And lingering days my longing cheat,  
When I may mount my wheel again.

So then I'll stoutly bar my door,  
Draw near the fire my cushioned seat,  
And hope the cycling joys of yore,  
By memory's magic to repeat.  
Alas! These thoughts of "run" and "meet,"  
But bring my longing added pain;  
Then hasten, Spring, on nimble feet,  
When I may mount my wheel again.

Now Winter's rule is almost o'er,  
The lengthening daylight's kindly heat,  
Remembered roads will soon restore,  
Where on my wheel, again I greet  
The bluebirds singing in the wheat.  
No longing then my joy will stain,  
Nor life, as now, drag incomplete,  
When I may mount my wheel again.

### ENVOI.

Prince, well I know that power is sweet;  
Yet not for all thy years of reign,  
Would I exchange those hours so fleet,  
When I may mount my wheel again.

DUDLEY C. HASBROUCK.

At a special meeting of the Pennsylvania Bicycle Club held March 14th, the following preamble and resolutions were adopted:

*Whereas*, It has pleased an all-wise Providence to remove from our midst our much-beloved comrade and fellow member, Isaac C. Thompson; and

*Whereas*, We sincerely mourn the loss of one whom all of us respected as a fellow member, and by many loved as a friend; be it

*Resolved*, That our warm and earnest sympathy is extended to his afflicted family in their hour of sorrow; and be it

*Resolved*, That a copy of these resolutions and preamble be sent to the family of the deceased, and also be published in the BICYCLING WORLD, and *American Athlete*.

NATURALLY all eyes possessed by League members will be cast with much curiosity in the direction of Pennsylvania, where the election for representatives is taking place. We shall all wonder what they will do with Mr. Wells.

THE last private musicale of the season, which have been given during the winter at the house of Mr. C. Hopkins, Wellington, Mass., was held last week. We regret that other imperative engagements prevented our accepting Mr. Hopkins' kind invitation to be present.

DOCTOR COOPER'S suspensory drawers are specially suitable for cyclists' use. We call attention of riders to the advertisement of the Kingston Knitting Co., which appears in this issue, and who make a specialty of these drawers, as well as other woolen garments for athletes' use.

OUR readers should notice the enterprise of Messrs. Starley & Sutton in crossing the water and patronizing our advertising columns. These gentlemen were the pioneer makers of the now popular form of the rear-driving safety, and in fact this type is always spoken of as the "Rover" type. We can safely commend the Rover to the favorable notice of our readers. Messrs. Starley & Sutton's Rover was the first of the kind ever to appear in America, and our Mr. "London W." rode it with great satisfaction. In fact he has been a convert to the rear-driving safety ever since.

### CYCLISTS' TOURING CLUB.

FRANK W. WESTON,

UNITED STATES CHIEF CONSUL,

Savin Hill, Boston, Mass.

DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.

Membership application blanks and any required information on club matters can be obtained by applying as above and enclosing a stamped addressed envelope for reply.

RENEWAL NOTICE.—The time allowed for renewals has now expired. Those who have not renewed, but wish to retain their membership must use the application blanks as above.

APPLICATIONS FOR MEMBERSHIP.—Unless protested

is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed), are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Calhoun, J. G., 357 Main St., Hartford, Conn.  
Calhoun, D., 11 Walnut St., Hartford, Conn.  
Green, M. J., Meyers St., Oroville, Cal.  
Kusel, C. E., Oroville, Cal.  
Peck, A. D., Jr., 9 Otis St., Boston, Mass.  
Rhodes, H. H., 1513 Douglas St., Omaha, Neb.  
Reese, J. S., 412 W. Balto St., Baltimore, Md.  
Simon, S. S., Oroville, Cal.  
Smith, E. B., Neb. Tel. Co., Omaha, Neb.  
Stone, W. E., Box 1028, Springfield, Mass.  
Thayer, G. B., Evening Post, Hartford, Conn.  
Titus, H., Oroville, Cal.  
Johnson, L. H., 401 Main St., Orange, N. J.  
Pound, R., 63 E. 2d St., Plainfield, N. J.  
Gardner, A. B., 23 South St., Utica, N. Y.  
Sturtevant, H., Jr., Germania Mills, Holyoke, Mass.  
Cunningham, W., 97 Chambers St., New York City.  
Danforth, Mrs. J. R., 2030 Wallace St., Phila., Pa.  
Danforth, Rev. J. R., 2030 Wallace St., Phila., Pa.  
Weimer, W. E., 721 Cumberland St., Lebanon, Pa.  
Briant, A. E., 35 Pine St., Chicago, Ill.  
Scribner, G. O., San Diego, Cal.  
Kroppack, O. L., 501 Tenth ave., Burlington, Ia.  
Locke, A. W., North Adams, Mass.  
Robinson, H. W., 50 State St., Boston.  
Oraves, F. B., Box 106, Rochester, N. Y.  
Robinson, A. W., 10 Salem st., Charlestown, Mass.

### APPOINTMENTS.

Consul for Lowell, Mass.—Walter U. Lawson, 104 High street.  
State Consul for District of Columbia—Howell Stewart, 1420 Q St., Washington, D. C.  
Consul for Washington, D. C.—Dr. E. B. Farney, 1211 Pennsylvania Ave.  
State Consul for Delaware—S. W. Merrihew, 906 Jackson St., Wilmington.  
Consul for Charlestown, Mass.—E. A. Simonds.  
Consul for Newton, Mass.—Rev. H. L. Wheeler, M. A., Box 222.  
State Consul for Maryland—W. H. Thomas, Jr., 218 St. Charles St., Baltimore.  
Consul for Poughkeepsie, N. Y.—I. Reynolds, Adriance.  
Consul for Watertown, N. Y.—Francis A. Sherman.  
Consul for Rochester, N. Y.—Fred B. Graves.  
Consul for Newark, N. J.—S. H. Sargeant.  
Consul for Dayton, O.—Fred W. Gebhart.  
Consul for Pittsburg, Pa.—Clarence Reisinger.  
State Consul for Rhode Island—Chas. S. Davol, Box 3, Warren.  
Consul for Exeter, N. H.—Albert N. Dow.  
43 Consul for New Bedford, Mass.—Dr. A. F. Wyman.  
Consul for Cambridge, Mass.—J. R. Jewett, 153 Mt. Auburn St.  
State Consul for California—Milton J. Green, Oroville.  
Consul for Oroville, Cal.—C. E. Kusel.  
Hotel for Exeter, N. H., "Gorham Hall,"



ABBOT BASSETT, Secretary-Editor.

#### LEAGUE OFFICERS.

PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.

VICE PRESIDENT.—H. W. Hayes, 103 State St., Boston, Mass.

TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

#### STANDING COMMITTEES.

MEMBERSHIP.—James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard St., Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet St., New Orleans, La.

RIGHTS AND PRIVILEGES.—C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, *Herald* Building, Boston, Mass.; A. Moore Berry, 421 Olive St., St. Louis, Mo.

RULES AND REGULATIONS.—C. S. Butler, 263 Main St., Buffalo, N. Y.; W. W. Share, 336 Navy St., Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

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TOURMASTER.—W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 608 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

THE Executive Committee has voted to call for a popular subscription from members and friends of the League, and it is issued this week. We commend the circular to each and every reader of the BULLETIN. We do not feel it necessary to add a word to what has been said, for we have great faith in the loyalty and interest of the members, and we feel assured that the call will meet with a liberal response.

REGARDING the financial condition of the League, we desire to say that the affairs of 1887 taken by themselves show a clear profit in favor of the League. If we had entered upon the year free from the obligations of previous years there would have been a surplus for the treasury, after close of the year's work.

MEMBERS who wish a change of address should send to the Secretary-Editor. He retains the conduct of the mailing list.

“NEW officers of the L. A. W. will be elected at Baltimore.”—*Wheel*. There is truth in the foregoing, provided the annual meeting of the new National Assembly is held in Baltimore next February. If our esteemed contemporary will look up the law it will find that in adopting the new scheme of re-organization it is necessary that the present officials of the League hold over until the election of their successors next February by the National Assembly.

A CORRESPONDENT suggests a League straw hat for summer wear. The Boston Club introduced this idea in their club last year and carried it out with success. We commend the idea to outfitters.

WHAT business house would lay bare to the public gaze all the details of its business and the schemes which it is pursuing? The League is a business enterprise and must be run as such. If there are those who believe that there is something “fishy” in everything that is done by the Executive Committee, or any other committee, without the publication of all the details of the scheme in the paper, or giving them forth in public meeting, we have an idea that his ideas of business are not in harmony with common sense. Several questions were asked at the late New York meeting of the Uniform Committee and of the Secretary, which were not replied to as fully as they would have been had the questioner sought the information in a less public manner. A member of the League has certain rights, but among them is certainly not the right to know everything that transpires in the running of the League.

DEALERS report a boom in business and predict the best year yet. When business booms, so also booms the League, and 15,000 may be reached.

WE regret that the editor of the WORLD cannot see the wisdom of the call for a subscription. His plan to withhold funds from the Divisions is not in our opinion a wise one. The cry has been that the Divisions must have money to work with. The League has responded to the cry, and sent more funds in their direction. Withhold the money and no work can be done. The League has been crawling long enough. Let us throw off the burden of debt by one grand effort, and allow both League and Divisions to accomplish something.

#### A POPULAR SUBSCRIPTION.

The Executive Committee has been urged many times to call for a popular subscription from the members and friends of the League to relieve the organization from the burden of debt it has been laboring under. The committee has said that it would do this at the proper time. They now feel that the time has come. The outlook for the League is very flattering, and the committee feels

that good work can be done if the incubus of debt is removed. The following circular has been sent to the Chief Consuls of the League, and it is published here so that it may reach the eyes of the membership and friends. The committee will gladly receive subscriptions from clubs or individuals, and duly acknowledge the same. They hope never again to make such a call, but they feel that it is imperative at this time:

Boston, March 15, 1888.

Dear Sir—The Executive Committee of the League of American Wheelmen desires to call your attention to the present and prospective financial condition of the organization, and they ask that you will co-operate with them in a measure looking towards a speedy relief from the embarrassment that the League is now under, which is but a continuation of that which has obtained for several years. The members of this Committee feel that the time has come for the taking of heroic measures to place the League financially upon its feet once more, that we may enter upon our work under the new plan of organization fully equipped for our duties. The League will stand very nearly out of debt on the first day of April. The Secretary-Editor assures us that he hopes to be able to pay the Divisions in full on that day, but his hopes are largely grounded on the payment of sums due us from advertising patrons, and he may be unable to do so as he may wish to. If he were able to do so, there is still no money on hand to pay bills now in the hands of the Treasurer, and these should be met at once. It is just possible that we shall be able to free ourselves from debt very early in April, and stand clear before the world; but if we do this, it will be at the expense of what should be our working capital, and we fear that we shall go in debt before the close of the year. The great bulk of the League's income is derived from the dues of members, and this money is received during the first two months of the year. We have received a little short of \$8,000 in the way of dues up to April 1, and of this sum the National Body gets \$4,000. This money will have to be spent in making up the deficits of 1886 and 1887, and all that the League may depend upon for future income will be fifty cents per capita that comes to us. It is fair to suppose that we may get 12,000 members this year, or 4,000 more than we now have. These 4,000 members will give the League a little over two thousand dollars, for the Treasurer will get but fifty cents per member after the new plan is adopted, though until it is adopted the money will be divided as of old. Thus it will be seen that the national organization will have about \$2000 for its expenses for fourteen months, since under the new plan renewals are not due until May, 1888, four months later than usual. This sum is entirely inadequate to the probable demands on the treasury.

The Executive Committee has the choice between two plans: It can instruct the Secretary-Editor to withhold payment to the Divisions of all that is due them, thus making them creditors of the National Body, as they were in 1887, or it can call for a popular subscription. The League has been in financial straits quite long enough, and it behooves us to throw off the incubus. We must have money for the work in hand. We have decided that it is much the best plan to make an appeal to members for a popular subscription in our behalf. We ask that you bring this matter to the attention of your Division at once, and confer with the members relative to the best method of aiding us. We ought to have a sum equal to at least fifty cents per capita, and as much larger individual subscriptions as the generosity of donors may dictate. We leave it to your Division to decide whether or not they will vote a sum from the Division treasury, or call upon members for donations, or both. Our present income is large enough for our purposes could we have it all, but each year we see it melt away under the burning influences of debts we have inherited from former years.

Any and all sums of money should be sent to our Treasurer, Wm. M. Brewster, 309 Olive street, St. Louis, Mo. Fraternally submitted,

T. J. KIRKPATRICK,  
H. W. HAYES,  
Geo. R. BIDWELL,  
Executive Committee.

#### PENNSYLVANIA APPOINTMENTS.

Chief Consul George A. Jessup wishes the following appointments of Consuls announced officially:  
Reading—George Scheele, 819 Pine st., vice H. Crowther, resigned.

Susquehanna—A. P. French, vice T. A. Hayward, resigned.  
Lancaster—Wm. S. Gleim, vice S. B. Downey, resigned.

Brownsville—E. S. Michner.  
J. G. CARPENTER, Sec. Treas.

#### To Consuls New York State Division, L. A. W.

All Consuls of this Division are hereby re-appointed to Sept. 1st, 1888. GEORGE R. BIDWELL,  
Chief Consul.

## MISSOURI APPOINTMENTS.

I have appointed the following Consuls, viz.:  
Louisiana, J. C. Irwin.  
Bowling Green, J. W. Edwards.  
League Hotel for Bowling Green, the Palace Hotel.  
Rate, \$2.00 per day; to L. A. W., \$1.50 per day.  
Fraternally, W. M. BREWSTER, C. C.  
St. Louis, Mo., March 10, 1888.

## APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 131—Total 49—\$727.

Boston, March 23, 1888.

## ARKANSAS—1—11.

Unattached.

17940 Smith, Sidney, Box 51, Pine Bluff.

## CALIFORNIA DIVISION—1—304.

Bay City Wheelmen.

17941 Thompson, W. E., care Wells, Fargo Co., San Francisco.

## DISTRICT OF COLUMBIA DIVISION—1—66.

Capital Cycling Club.

17942 Demaray, Edw. A., 1104 12th st., Washington.

## ENGLAND—1—4.

C. T. C.

17943 Burr, Thomas Alfred, 10 Queen sq., W. C. London.

## ILLINOIS DIVISION—2—484.

Illinois Cycling Club.

17944 Clement, A. M., 969 Munroe st., Chicago.

Unattached.

17945 Pursley, Willis, care Buckley, Pursley & Co., Peoria.

## INDIANA DIVISION—2—161.

Terre Haute Bi. Club.

17946 Haring, Harry D., 1339 Chestnut st., Terre Haute.

Unattached.

17985 Dedrick, Walt. R., Jeffersonville.

## KENTUCKY DIVISION—3—62.

Newport Bi. Club.

17947 Holmes, P. I., Newport.

Unattached.

17948 Miner, W. C., Maysville.

17949 Theal, A. N., Covington.

## MARYLAND DIVISION—3—270.

Baltimore Cycle Club.

17950 Jacobson, A. W., 229 W. Lanvale st., Baltimore.

17951 Pennington, Dr. S. C., 337 No. Charles st., Baltimore.

17952 Tyler, Walter B., care S. E. Egerton & Co., Baltimore.

## MASSACHUSETTS DIVISION—2—980.

Unattached.

17953 Mitchell, Wm. F., Hyde Park.

17954 Rockwood, E. E., Attleboro Falls.

## MICHIGAN DIVISION—1—189.

Unattached.

7955 Heath, E. J., Ithaca.

## MINNESOTA DIVISION—1—81.

Winona Cyclists.

17956 Wheeler, C. M., Winona.

## MISSOURI DIVISION—5—272.

Enrolta Bi. Club.

17957 Lewis, Wm. J., 3014 Morgan st., St. Louis.

Missouri Bi. Club.

17958 Hendel, Jesse A., 203 No. Ewing ave., "

17959 Wade, G. K. B., 3500 Morgan st., "

Unattached.

17960 Spiegelhalter, Fred., 1100 Chouteau ave., "

17961 Lamb, R. H., 1304 Union ave., Kansas City,

## NEW JERSEY DIVISION—3—367.

Hudson Co. Wheelmen.

17962 Rolffes, Chas., 413 Bloomfield st., Hoboken.

Orange Wanderers.

17963 Taylor, Everett K., So. Orange,

Unattached.

17964 Townsend, C. H., Newark.

## NEW YORK DIVISION—5—1879.

Unattached,

17965 Buchheit, Geo. J., 28 Carroll st., Buffalo.

17966 Burgess, J. H., Elmira.

17967 Henderson, J. S., 165 Greenwich st., New York.

17968 Johnson, Chas. R., 67 Rutger st., Utica.

17969 Luce, Chas. C., 41 Rutger st., "

## OHIO DIVISION—2—685.

Unattached.

17970 Heidcamp, Frank A., 341 Main st., Cincinnati.

17988 Marvin, Geo. L., Andover.

## PENNSYLVANIA DIVISION—10—1168.

Alpha Wheel Club.

17971 Jacobson, James, Bethlehem

Mountain Wheel Club.

17972 Denlinger, W. H., Philipsburg.

17973 Turnbach, C. E., "

Unattached.

17974 Bleakley, O. D., Franklin.

17975 Frazier, John P., "

17976 Kennerdell, Richard, "

17977 Snook, E. W., "

17978 Ewing, S. Blaine, Canonsburg

17979 Flegal, Harvey, J., Du Bois.

17980 Lowry, W. G., Clark.

## RHODE ISLAND DIVISION—5—174.

Kent Co. Wheelmen.

17981 Blakeslee, Francis D., East Greenwich.

Pawtucket Bi. Club.

17982 Henry, Chas. W., 87 Garden st., Pawtucket.

Unattached.

17983 Jenks, Edwin L., 248 Broad st., "

17984 Phinney, C. F., 139 Pine st., "

17985 Sweet, Chas. F., "

## WEST VIRGINIA DIVISION—1—25.

Unattached.

17986 Allen, A. S., Summit Point.

## LEAGUE OF AMERICAN WHEELMEN.

Membership, including Life, Renewals and Applications to List 130 inclusive.

Boston, Mass, March 16, 1888.

	Life.	Renewals.	Applications.	Total inc. Life.
Alabama,	0	8	1	9
Arizona,	0	2	1	3
Arkansas,	0	8	2	10
California,	1	262	40	303
Colorado,	0	29	11	40
Connecticut,	2	356	25	383
Dakota,	0	10	0	10
Delaware,	0	26	11	37
Dist. of Col.,	0	64	1	65
Florida,	0	7	8	15
Georgia,	0	11	4	15
Illinois,	2	425	55	482
Indiana,	0	143	16	159
Iowa,	0	88	16	104
Kansas,	0	98	9	107
Kentucky,	1	49	9	59
Louisiana,	0	42	1	43
Maine,	0	101	4	105
Maryland,	0	238	29	267
Massachusetts,	5	887	86	978
Michigan,	1	168	19	187
Minnesota,	0	67	13	80
Mississippi,	0	0	1	1
Missouri,	1	250	16	266
Montana,	0	3	0	3
Nebraska,	1	71	2	74
N. Hampshire,	2	81	4	87
New Jersey,	1	541	22	564
New Mexico,	0	2	0	2
New York,	9	1698	167	1874
N. Carolina,	1	4	0	5
Ohio,	0	619	64	683
Pennsylvania,	17	1063	78	1158
Rhode Isl'nd,	2	142	25	169
S. Carolina,	0	1	6	7
Tennessee,	0	39	7	46
Texas,	0	19	4	23
Utah,	0	9	1	10
Vermont,	0	50	2	52
Virginia,	2	65	9	76
W. Virginia,	0	21	3	24
Wisconsin,	0	64	6	70
Wyoming,	0	4	0	4
Wash. Ter.,	0	1	0	1
Bermuda,	0	1	0	1
Canada,	0	6	1	7
England,	0	3	0	3
France,	0	0	0	0
Nova Scotia,	0	4	0	4
Switzerland,	0	1	0	1
	48	7851	779	8630

## Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, P. O. Address,

City and State,

## References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August or September, enclose \$1.50; in October, November or December, enclose \$1.25.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."  
 THE "ROVER" has set the fashion to the world.—The Cyclist.  
 THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.  
 THE "ROVER." The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.  
 THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.  
 THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.  
 THE "ROVER." On this machine some startling speed rates may be look for.—Bazaar.  
 THE "ROVER." Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.  
 THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.  
 THE "ROVER" has been attended by an enormous amount of success.—Athletic News.  
 THE "ROVER." For night riding its equal would be hard to find.—Bicycling News.  
 THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.  
 THE "ROVER." We have the highest opinion of this machine.—Irish Cyclist.  
 THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.  
 THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.  
 THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.  
 THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.  
 THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.  
 THE "ROVER" is the best hill climber on the road.—The Presbyterian.  
 THE "ROVER" is built on the soundest of principles.—Weekly Budget.  
 THE "ROVER" is speedy, comfortable and safe.—Colonies and India.  
 THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.  
 THE "ROVER" continues to merit my warmest confidence.—Health.



THE "ROVER" is a wonderful machine.—Hardware Trade Journal.  
 THE "ROVER" on which record was so badly beaten.—The Cyclist.  
 THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette.  
 THE "ROVER" attracts a great amount of attention.—Bell's Life.  
 THE "ROVER" was, of course, well to the fore.—Land & Water.  
 THE "ROVER" is a very excellent machine.—Colonies and India.  
 THE "ROVER" runs with remarkable steadiness.—The Bazaar.  
 THE "ROVER." We always use a "Rover."—Tricycling Journal.  
 THE "ROVER." The 100 mile race was marvellous.—Citizen.  
 THE "ROVER" is the fastest and safest machine.—Knowledge.  
 THE "ROVER." This machine is *par excellence*.—Knowledge.  
 THE "ROVER" presents many features of interest.—Health.  
 THE "ROVER" is a splendid hill climber.—Bicycling News.  
 THE "ROVER" is a sterling machine.—English Mechanic.  
 THE "ROVER" is exceedingly well received.—Ironmonger.  
 THE "ROVER" proved to be as fast as predicted.—Field.  
 THE "ROVER" is learned in ten minutes.—Irish Cyclist.  
 THE "ROVER" now so well known.—Bicycling News.  
 THE "ROVER" does not slip sideways.—The Cyclist.  
 THE "ROVER" is a perfect beauty.—Cycling Times.  
 THE "ROVER." The success of the year.—Bazaar.  
 THE "ROVER" A most luxurious vehicle.—Youth.  
 THE "ROVER" is a perfect demon.—Wheeling.

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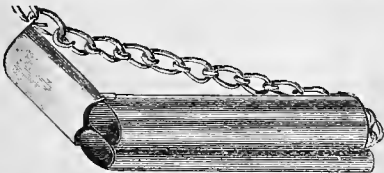
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Send for our Circular.

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PRICE, 25c. EACH. Discount to Dealers.  
WHITTEN & CO., Providence, R. I.

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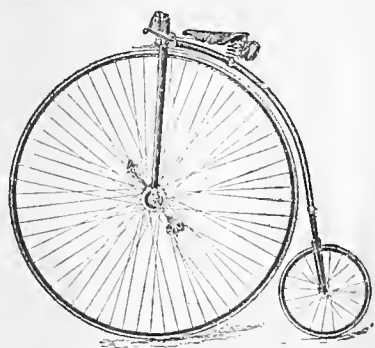
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DEVOTED TO THE INTERESTS OF CYCLING.

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5 cents a copy.

BOSTON, 30 MARCH, 1888.

Volume XVI.  
Number 22.

# OF COURSE NOT.

The riding public ask why the makers of Victor Cycles don't advertise a list of second-hand bicycles. It is generally the case that when a maker has a hard time getting rid of his stuff he will trade the said stuff for old wheels, and we suggest that when makers are found largely in this business it is a strong evidence that the wheel they make is not "appreciated."

The makers of the Victors are happy to say that riders do appreciate their wheel, and hence that they are enabled to dispose of the wheels for coin. The reason we do not trade for other maker's wheels is because

**WE \* DON'T \* HAVE \* TO.**

# THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

**BALTIMORE, MD.**

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**Write for Our 1888 Catalogue.**

**New Rapid Roadster,**

**New Rapid Light Roadster,**

**New Rapid Safety,**

**QUADRANT TRICYCLE, No. 8, for Gentlemen,**

**Quadrant Tricycle, No. 14, for Ladies and Light Gentlemen,**

**Quadrant Tandem, No. 15. Two Ladies can ride.**

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We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

**KING OF THE ROAD LAMPS,**

and shall be pleased to give quotations.

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**Agents Wanted for our Cycles and Sundries in unoccupied territory.**

## You May be Interested in This.

I shall make a specialty of renting Bicycles, Tricycles and Tandems this season, and shall offer only the best wheels in perfect condition. The Columbia Light Roadster Bicycles, Veloce and Bicycleette Safeties, Columbia Light Roadster and Surprise Tricycles and Columbia Tandems will compose my road stock. I shall not rent second-hand wheels, but on the contrary my road wheels will be new and 1888 patterns. My pamphlet, giving terms and particulars, will soon be ready, and I should be pleased to mail a copy to any applicant.

I have received, in the way of exchange, a number of first-class Second-hand Bicycles during the past week, sizes 52 and 54, that I can offer at very low figures.

Correspondence promptly answered.

GEO. R. BIDWELL,

313 West 58th Street, New York.

NEAR THE PARK.

### FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

**FOR SALE**—59-inch Columbia Light Roadster; full nickeled, ball bearings, spade handles, Kirkpatrick saddle. \$99. C. A. CONOVER, Coldwater, Mich.

**BARGAINS**—Columbia 2-track Tricycle, \$85.00; Humber Tandem, \$150; both in excellent condition. Correspondence solicited. "CYCLE," 111 West 95th st., New York.

**WANTED**—A 45 or 48-inch Special 1887 Star. Address, "W.," Station G., Philadelphia, Pa.

**WANTED**—Columbia Tandem and Columbia Light Roadster Tricycle; will pay cash or give in exchange any new bicycle or tricycle that may be wanted. State condition, time in use and machine number. "R.," World office.

**FOR SALE**—A 52-inch Champion American, 1887 pattern, balls all around; spade handles, Lillibridge saddle; only shows wear on tires and pedals; \$85.00 cash buys it. Address F. S. CUMMINGS, Fairfield, Iowa.

**FOR SALE**—54-inch Expert Columbia, with lamp, etc. Address W. H. MORRISON, 1011 Third avenue, New York.

**FOR SALE**—54-inch Victor Light Roadster Bicycle, 1887 pattern; in excellent condition. \$105 spot cash takes it. Address CHAS. B. KIRK, Muncie, Ind.

**FOR SALE**—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine and tyres scarcely show a scratch; all just as good as new; good reason for selling. Price, \$85.00. Address G. W. GAIL, Jr., care The Clark Cycle Co., Baltimore.

**BARGAINS**—Each Wheel Good as New—Sparkbrook Humber Tandem, Marlboro' Club Tricycle, Rudge Humber Tandem, 54-inch Victor Bicycle. For details address L. H. PORTER, 29 West 23d street, New York.

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**BIG BARGAINS**—One 51-inch Columbia Light Roadster, 1887 pattern; spade handles; ridden one season; perfect condition; not a weak spot in it. \$100, including Butcher's Cyclometer. One 51-inch Rudge Light Roadster, brand new; never ridden; \$110. Lock Box 202, Holyoke, Mass.

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**WANTED**—One 50-inch and one 54-inch Victor, New Rapid or Expert machine, late pattern. Will pay spot cash for suitable wheel. Address, with full particulars, BICYCLE, P. O. Box 2434, New York City.

**FOR SALE**—1887 Victor Safety bicycle; in first-class condition. Address J. S. DEAN, 28 State street, Boston, Mass.

**VICTOR** Light Roadster, 1888 pattern; ridden very little; at \$40 under cost. 52 or 54-inch. H. CROWTHER, Box 1582, Philadelphia.

**SINCE I BROKE MY LEG** I have no use for wheels; will exchange for anything I can work with a crutch. Cash or Photo. Outfit preferred. Pony Star Bicycle, good as new; also Victor, 1883 Tricycle, in good order. Address Lock Box 34, Newton, Mass.

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**FOR SALE**—My 56-inch Expert Columbia Bicycle, practically as good as new. Price \$80. A. S. PARSONS, No. 105 Magazine St., Cambridgeport, Mass.

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All Advertisements in this Department 20 cents a line.

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**BICYCLES**—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

### WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

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**FOR SALE**—Over 250 Second Hand and Shop Worn Bicycles at bargain prices; send stamp for list and mention this paper. A. W. GUMP & CO., Dayton, Ohio.



Price \$1.00.

HOWARD A. SMITH & CO.,

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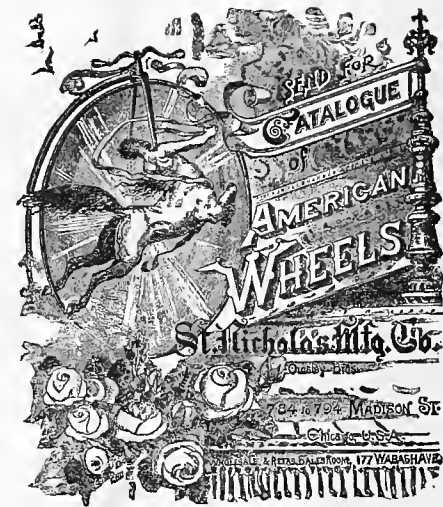
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Mention this paper when you order, and we will give to each purchaser a pair of **PANT STRETCHERS**. The best invention ever made for taking out wrinkles and bagging at the knees, and shaping the bottoms of Pants.



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These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

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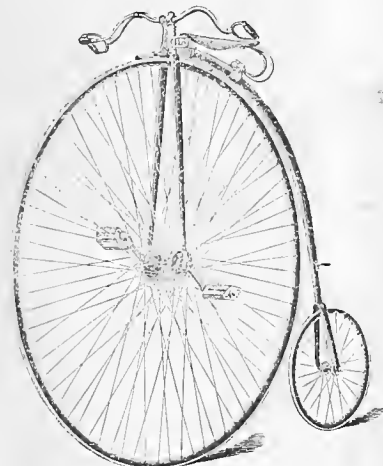
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## NEW MAIL.

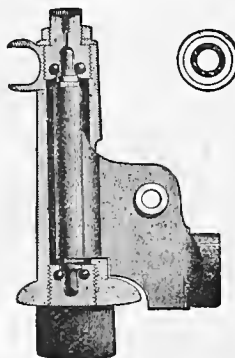
Large Handsome Photograph for  
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Found in No Other Wheel.

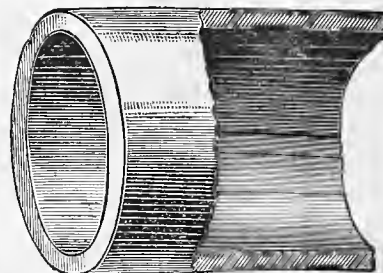


The New Mail is already having  
a remarkable demand.  
A SUPERB LIGHT ROADSTER.  
Get a Catalogue.



Trigwell Ball Head.

1000 miles without oiling  
or adjusting. Perfect Rigid-  
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Greatest of modern im-  
provements.



Sectional view of neck and back fork end of

**Warwick's New Perfection Backbone,**  
giving increased thickness and strength at upper end, where is the greatest  
strain. No spreading of backbone after riding.



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To find out what the New  
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of many of the leading and  
hardest riders in the country  
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Send for it before selecting  
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MANUFACTURERS,

**WM. READ & SONS, 107 Washington Street, BOSTON.**

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.

Hibbard, Spencer, Bartlett & Co., Chicago, Ill.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

## ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*, as heretofore.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 30 MARCH, 1888.

AUSTRALIA wheels into line, and decides that a cycle is a carriage.

THE *Wheel* does not think it necessary to pry into Mr. Crist's affairs, as we suggested might be done when he goes to England. Neither do we, but the searchers after pure amateurs are not always confined to cares where it is "necessary" or desirable.

LONDON W. sends the following in answer to "Ratchet's" query in our last issue: "'Ratchet' makes a pertinent suggestion in connection with the price of cycles in this country as compared with that of England, and asks me to explain. The facts as they appear seem to carry their own explanation. Competition is not so keen here as abroad, and the trade is more controlled by royalties or patented devices and limited licenses. Probably when the tariff reformers take off, as I hope they will, the duty of 35 per cent. ad valorem now exacted on imported machines, prices will tumble materially, and when the field of manufacture is thrown open to the world, as it must be before many years, it will be found that America can produce as good cycles at as low a price as can England. To this time, riders—and proprietors of cycle papers—look forward eagerly."

IT is very funny to note in the English cycling press the difference of opinion on the action of the N. C. U. in regard to road racing. *Wheeling* calls it a "victory," and *Bicycling News* says the meeting was a "failure." It is, however, quite natural and in line with the condition of things "over there." Wherever you find *Bi. News* you can be sure that *Wheeling* will be on the other side. About a year ago, Mr. Hillier and Mr. McCandlish made an attempt to bury the hatchet, and for a time the condition of affairs was saccharine *ad nauseam*. The apparent permanent peace turned out to be a truce and now that is ended we find the hatchet is again exhumed, and the two papers are hammering away at one another as of yore. In the Kauffman championship these two papers are arrayed against each other. In it is a case of the "Etonswall" papers, as described by the immortal Pickwick all over again.

WITH this issue we present to our readers the first of a series of colored plates, which we think, when all are issued, will be of great value and interest to our readers. The series will contain portraits of Rowe, Bassett, Stevens, and other cyclists of note. It was our intention to have made Plate No. 1 the portrait of Rowe, but through a mistake our lithographer made on this plate, we were compelled to have same reprinted. This week, therefore, we present a handsome picture of one of Uncle Sam's postmen as he *should* appear in covering his route in the suburbs and country. It is, perhaps, the best one of the series with which to start—it suggests the methods whereby this paper goes weekly to its larger constituency. To flatten out these plates in cases where creased, lay the plate *face down*, put a damp cloth on back, and use a hot flat iron.

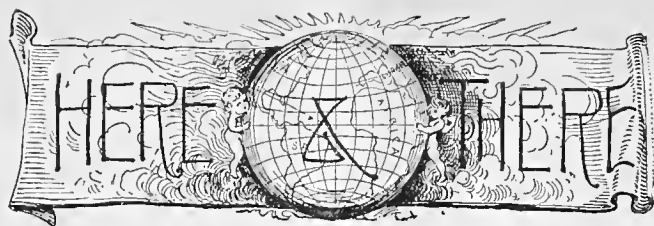
AND so the N. C. U. has decided that the better policy is to keep hands off road racing. At a meeting held March 8th, it was resolved:

"That the Union discourages road racing, and appeals to clubs to assist it by refusing to hold such races." The resolution also went on to say that the Union prohibits any of its officials from officiating or assisting at any road race, and "refuses to recognize records made on the road."

Practically this is the position taken by the L. A. W. on this momentous question. It remains to be seen whether the stand taken by the N. C. U. will tend to really discourage road racing in England. *Wheeling* looks on this as a great victory, as this paper has taken about the same position on this question in England that the *World* has in America. The effect of the withdrawal of moral support to this branch of the sport will no doubt have its effect. It cannot help it. There is, however, a great difference between the meaning of the words "forbid" and "discourage," and we think the N. C. U. have done wisely in not insisting on the adoption of the former verb as their ultimatum on the indulgence in road racing.

THE "Mule," writing from Chicago, says: "Tom Roe has received a letter from a man named Huff, warning him that the race between Prince and McCurdy, in which Roe is supposed to be backing the latter to the extent of \$15,000, has been fixed for his man to lose, and that no money has been put up by the Prince party, the stakeholder being in the swindle. Roe, however, denies that he has put up a cent, and says he was induced by someone to allow his name to be used, and that the party afterwards tried to persuade him to find the money, which he refused to do. There is a very bitter feeling here against the parties concerned in these cycling swindles, the general opinion being that if continued they will bring the sport into disrepute. Roe declares that for his part he has always acted fairly, but he will steer clear of such events hereafter, not relishing the severe criticisms he has, justly or unjustly, been subjected to. This is pleasing news, as Roe is a man who can and will do the sport a vast amount of good."—J. O. Blake, of Chicago, has left the John Wilkinson Co., and become associated with Spalding, who will find him a valuable acquisition.

THE *Buffalo Courier* has the following little complaint to pay to two of our New England railroads: "Every bicycle rider in the country will be pleased to hear that the New York newspapers are denouncing in bitter terms the shameful treatment which the New York, New Haven & Hartford railroad accorded its stormbound passengers during the recent blockade. In some cases they actually would have suffered from hunger, had not the farmers come to their relief. The bicyclers' interest in the matter lies in the fact that this line and its ally, the Boston & Albany, have won especial odium among them because they are almost the only important roads in the country that persistently refuse to carry baggage free when it chances to be in the form of a bicycle. A wheelman may ride from San Francisco to New York without paying a cent for the carriage of his machine, but it will cost him a dollar or two to take it from New York to Boston. The particular injustice of which he complains, however, is that he must pay fifty cents if he resorts to a train in order to avoid even half a mile in sand, so that touring in the region is attended with serious disadvantages. The New York city and New England wheelmen doubtless sympathize with the longing of the victims of the storm for a 'parallel line.'"



### "GENTLEMAN JOHN."

#### THIS AND THAT.

I HAVE just finished reading "Our Sentimental Journey," the joint production of Joseph and Elizabeth Pennell, who have long striven along with certain of our number to maintain the tone of cycling. I must needs say that the Pennells have "out pennelled" themselves in this their latest production. I am the proud possessor of one of the "large paper edition," which numbers but 112 copies (I think), my book being numbered 25. It was only by diligent search that I succeeded in getting the book, and the Edinburgh publisher informed me that the rest had been all bought in London. Of course, the "small paper edition" is for sale in all the respectable bookstores, and everyone who likes a crisp and cheery narrative, descriptive of wheel touring, should at once go down in his inside pocket and buy a copy. There is no doubt about the success of "Our Sentimental Journey." Mr. P. promised me a copy, but I could not wait for it, and so had to buy one to satisfy my curiosity. I may say that my curiosity was satisfied, and my expectations realized. The pictures are good, and the language is of that quaint style (at the same time artistic and matter-of-fact) that has so often charmed us in the other works which owe their origin to the hand of our esteemed wheelwoman, Elizabeth Robbins Pennell. The preface is terse and humorous, and refers to Sterne, the author of the original "S. J.," and to Ruskin (the man with the copious flow of "best bad language" on the cycle question) in a most respectful and playful manner that amounts at times to genuine humor.

"STEERSMAN" and "Aeolus," two Scottish cycling scribes are responsible for a new cycling periodical which was born to-day (March 7th); I forget its name. I wish the gentlemen well, and hope that they may not drop much money on the venture. I may be wrong, but I have often regarded a wheel paper as a first-class thing to put money into, but a real hard thing to get it out of again, unless some enthusiast with money and scant wit should come along in time to save the editor of the "cycling weekly" from the asylum or the poorhouse. There is nothing personal in the above paragraph, so gentlemen with sensitive toes need not blame me if I have inadvertently trodden on them.

THE roads are *infernally* awful around Edinburgh at present, and the cyclists are (like hen's teeth) few and far between. Ordinary bicycles are fast going out here, and it is now a toss up between a Ripper and a safety, with the odds in favor of the safety.

As there is absolutely no news in this Scotch capital, I think I could do worse than end this epistle right here.

"It was with mingled feelings" of relief and joy, that I saw that the *Bulletin* had become absorbed by the BICYCLING WORLD. Now that the twain have become one flesh, it is to be hoped that the combined efforts of Fourdrinier and Dean, with the aid of a loyal staff of correspondents, may not be without fruit. America has had an "abdomen full" of the little mushroom periodicals that, like Jonah's gourd, spring up with scant notice to prey upon the cycle trade. Gentlemen, don't. If you are going to give us a *paper*, do so, but let there be a little more *news* sandwiched in between the "pulls" than has been your custom. And such items as the following are daily growing in disrepute: "Kennedy-Child denies that he is about to become a benedict." "Harry Corey was the first man to climb Corey Hill, which immediately took his name and has kept it ever since." "John Wells wants to race Hal Greenwood up a mountain either for gore, glory, or gate receipts." "W. A. Rowe is a scorcher from Recordville." "Colonel Pope is no relation of the man that had a jubilee lately, and got a lot of nasty, uncomfortable cloth slippers." "Richard Howell is no relation of Howells, of *Harper's Magazine* fame. His name was given to him in recognition of the fact that *howls* are the only form of newspaper *swail* in which he gives voice to his personal grievances." "The Owl does not always sleep all day." "The rumor that the bicycienne, Louise Armaindo, was again going to nauseate cycling America by her disgraceful performances is not without foundation."

THESE are the kind of items that have surfeited us and make us weary.

BUT there is an end to all things, and I must needs make one here. I made one before in this letter but wandered off again. There is such a thing as being as versatile as a kaleidoscope, but you must agree that such an abnormal development of the bump of versatility is seldom desirable. If I am a little on the kaleidoscope order you must excuse me on the ground that I am "built that way," and remember, "*poeta nascitur non fit*."

### CLEVELAND.

#### "COMMODORE."

THE local wheelmen are alive and stirring, though the riding season has not really opened. Notwithstanding the wretched condition of the roads, however, and the unpropitious weather there are a few enthusiastic riders who keep their wheels in daily use, and runs of from ten to twenty-five miles in the country are of common occurrence. Captain Chubb, of the Ramblers and the Star Wheel Club, and one or two others will start in the regular season with six hundred odd miles to their credit. There will be no racing track here this year, the Cleveland Athletic Park Association having found their venture very unprofitable. But road riding has taken a boom.

THE "Rover" style of safeties, or "jiggers," as they are popularly called here, are growing in favor in this section. Messrs. Collister and Huntington, two of the most prominent riders in Ohio, have adopted them, and their example has been followed by many lesser lights.

AN effort has been made to induce the Cleveland Base Ball Association to build a third of a mile track on their grounds, but they are not inclined to take hold of the matter this year, as their expenses in strengthening the team have been very heavy. It is more than likely, however, that we will have a new track next year on the base ball grounds, which are within a mile and a half of the centre of the city, and very convenient of access.

A NEW and promising club has just been organized, which will probably absorb one or both the old organizations within the next twelve months. It is known as the Forest City Ramblers, and was formally inducted into the bicycling fraternity on March 17, with a charter list of thirty-onemembers. It is their intention to lay out routes all over Northern Ohio, put up sign boards wherever they are needed, and collect information for an elaborate road book to be published during the coming winter. Its projectors are all earnest and indefatigable riders, and as there are a thousand wheelmen in the city, the prospects of the new club are excellent. The uniform will consist of gray pants, coat, shirt and cap and black stockings. By a unanimous vote of the charter members it was decided to make the Ramblers a League club, so the L. A. W. will have an influential addition to its ranks.

### NEW JERSEY NOTES.

#### "RATCHET."

ANOTHER club gone to pieces! This time it is the Monmouth Wheelmen, of Red Bank. This was at one time a very strong, popular and pushing organization, and had a membership of about sixty-five. The members seemed to have been gradually losing their interest, however, for some time past, and it was finally thought advisable to disband. A new club will be formed in a short time, and none but "workers" will be taken as members.

THE spring games of the Orange Athletic Club will be held 9 April.

A MOVEMENT is on foot to have Mountain avenue, from Belleville avenue to Montrose, macadamized.

QUITE a number of wheelmen intend to visit Baltimore in June, and in all probability many of them will go a-wheel.

THE South Orangites have decided to give their roads an overhauling. Hereafter an overseer of roads will be a fixture.

THE New Jersey Liberty Bill was signed by the Governor last week, and now our boys in South Jersey can "go for" the "road hogs."

THE bill authorizing the bonding of Bellville for \$50,000, the entire amount to be used on road repairs, has passed the Senate, and only needs the signature of Governor Green to become a law.

"WHY is a store that doesn't advertise like Enoch Arden? Because it 'sees no sale from day to day.'" This old chestnut is respectfully submitted to those men who "can't afford to advertise."

CHAUNCEY L. S. WALKER, 63 years of age; residence, Newark, N. J.; mount, 42-inch pony Star; began riding, winter of '86-'7; rides nearly every day in half-decent weather; good for 50 to 75 miles a day at almost any time. How will this answer for the "ancient list" of No. 5550? Next!!

It has been agreed between the former owner and the purchasers of building plots on the property formerly leased by the New Jersey Cycling and Athletic Association, that the Roseville track shall not be disturbed this season. It may be obtained on reasonable terms for tournaments or athletic games. Some of our local base-ball clubs will use the diamond during the season.

"WHY doesn't the 'Alphabetical Association' secure the Roseville track for some Saturday afternoon—say the second Saturday in May—and run a tournament?" This query was put by a prominent cyclist a few days ago, and it strikes me that the hint contained therein could be taken with advantage. There is an abundance of racing material in the clubs and some good sport could be furnished. And with the clubs located as they are—viz: in New York, Brooklyn, Jersey City, Elizabeth, Harlem, Westfield, and Passaic—it should be a comparatively easy matter to draw a crowd.

A SPLENDID chance for missionary work, on the part of a road improvement association, can be found in Jersey City. That city, with a population of about 160,000, has the most notoriously bad roads in this State. Just drop the amateur rule entirely; do away with anything like a racing board, and go in, heart and hand, for better roads, and in two years' time I predict that the membership of the L. A. W. will be nearer 20,000 than 10,000. Appoint a live committee in each State; instruct them to look up all the bad roads; let them study in what way they can best be improved, and the probable cost for same. Then let them join in with the horse-owners and together "ding-dong" at the proper authorities until they carry their point.

#### NEW ORLEANS.

"BI."

SNOW has no terrors for the Southern wheelmen. Two Sundays ago, while all Boston was buried 'neath a huge snow-drift, we New Orleans wheelmen, attired in our usual airy riding clothes, were skimming happily over the roads, the same as if there were no such thing as winter. On that particular Sunday, while all Boston was indoors hugging the grate, we boys were down the Gentilly roads at Schadwell's, rambling through fields of lettuce, cabbages, beets and artichokes—all nearly ready for the market; stopping, perhaps, to pluck a plump, juicy plum from off a well-loaded tree, or, perchance, a spray of sweet-smelling orange blossoms from this or that one of the two hundred trees which ornament the Schadwell field. Our sympathies go out to our brothers of the frozen North in the hour of their discontent; we're sorry for you, but then, such is the irony of fate.

WRITING of snow, orange blossoms, Sunny South, and the like, has put it into my head that if the League could contrive to have a mid-winter meeting somewhere in the South, it might prove a pleasant and taking feature with a goodly proportion of the membership. Say, for instance, if one was held in this city during Carnival week of next year, could not a special train for League members be made up, reduced rates, and better accommodation be obtained? The local wheelmen would, no doubt, do their share, and if each visitor were to bring his, or her, wheel, no doubt a combination of our Carnival pageants, orange blossoms, shell roads, entertainments, etc., would go towards making a pleasant epoch in the lives of the many Leaguerites fortunate enough to be able to leave a wintry climate for a warming under the Southern sky, and if the League has any meeting on hand for that season of the year, this hasty and disjointed scribble may furnish some one with an idea capable of much elaboration. Next year our Carnival festivities are to be on a much grander scale than ever before. They will extend over a whole week instead of two days, as heretofore, and it is safe to say that whether there is a League excursion or not, no one will regret their visit, or censure me for thus early mentioning the subject.

A REGULAR quarterly meeting of the State Division is fixed for Monday, April 6th, 7:30 P. M., at the rooms of the New Orleans Bicycle Club. There will be no individual notices sent out this time, an official notice through the *WORLD AND BULLETIN* being considered sufficient; consequently it behooves the local contingent to make a note of the date, time and place, and to carry it in mind. There should be no repetition of the January adjournment for lack of a quorum.

MALCOMB S. GRAHAM, of the Louisiana Cycling Club, has formally announced his readiness to meet the N. O. B. C. crack, C. B. Guillotte, whenever the latter puts his defi in proper form, and now

if Guillotte is really anxious and sincere in his belief that he can again allow the Louisiana boy a 5-minutes handicap, and beat him in 5 miles, he has the opportunity accorded him. There'll be some lively running if the two do come together; it is safe to bank on that.

A GIGANTIC out-door festival is to occur during next month (April), being arranged by some of the city's most prominent ladies for the benefit of a local cause, and the wheelmen have been asked to lend their aid to the extent of indulging in a tilting (or ring) tourney. The fact is but little known as yet, but so soon as the arrangements are perfected, ye gallant cyclist will get him a wooden stick, yeapt a lance, hang up some rings, and by diligent practice endeavor, ere the eventful day comes round, to be certain of a sure eye, a steady hand, and speed enough to get through on time. May there be a big field of starters, and may every last one of 'em win lots of glory and experience—as they surely will!

#### PENNSYLVANIA.

"ARIEL."

THE first meeting of the delegates to the Associated Cycling Clubs of Philadelphia was held last Tuesday evening, at the club house of the Philadelphia Bicycle Club. The representation was as follows: Philadelphia, W. R. Tucker and Edward Burt; Germantown, T. H. Wright and Frank Harris; Pennsylvania, W. D. Supplee and John A. Wells; Century, Thos. Hare and P. S. Collins; Tioga, Geo. D. Gideon and A. Howell; South End, S. Jackson, Jr., and J. L. Edwards. These gentlemen constitute the Board of Delegates. The objects of the association are: First—To encourage friendly relations between the wheeling clubs of Philadelphia, and to facilitate united action in matters affecting their interests. Second—To defend the rights of wheelmen, and to promote cycling interests in general, and local cycling interests in particular. A constitution and by-laws were adopted, and the following gentlemen elected to serve until January 31st, 1889: President, W. R. Tucker; Vice President, W. D. Supplee; Secretary-Treasurer, J. R. L. Edwards. After considerable discussion it was decided not to have a general run to the L. A. W. meet at Baltimore next June. The association adjourned to meet at the Germantown club house in May.

SPEAKING of Kolb reminds me that he and John C. Dotter, late of the late Ariel Wheel Club of Reading, will probably be seen in a novelty on the Lancaster pike this season. The latter has brought the Rucker tandem attachment, on which he and Will used to cavort, along with him, and Kolb proposes getting an open-head machine for the rear wheel. Briefly, as your better-posted readers are aware, the concern consists of two large wheels of the ordinary bicycle (from which the backbones and trailers have been removed) connected by an elliptical weldless steel tube, which has a universal motion knuckle-joint just forward of the rear wheel. It goes without saying that two experienced men can make it warm for any would-be scorchers, and the machine is a perfect demon on hills, both up and down. In fact, coasting must be tabooed, the speed is so terrific if the hill is of any length. I wonder that this type has not become more popular, especially for touring. There is perfect immunity from headers, and the luggage-carrying capacity is very great. Of course, like the Siamese twins, they must always "go together," and the thing requires a careful man on the rear wheel.

A SPECIAL meeting of the Pennsylvania Club will be called to take action in reference to the proposed improvement and extension of their new club house this spring. They are very much cramped for wheel room, and must arrange for future additions to the roll.

OVER five thousand people crowded the Elite Rink last night to witness the closing scenes in the six days', four-hours-per-day, race between Louise Armaindo and Noremac and Vint, the pedestrians. The combined scores of these two were counted against Miss Armaindo's, and they started in at a lively gait to increase the lead of six laps for the five nights. Knapp began pacing Miss Armaindo at ten o'clock, and as long as he was on the track she gained on the pedestrians; but it was too lively a pace to hold, and at 11:30, when the race ended, the pedestrians had won by a combined score of 328 miles, 22 laps, against 326 miles, 18 laps, for Armaindo.

ON the last evening of the professional races, week before last, Whittaker rode two exhibition laps from a flying start, by request. According to three stop watches he rode these at the remarkable rate of 2:23 3-4 for the mile, one of the laps being ridden in about twelve seconds.

THE loss of Mr. Isaac Thompson, of the Pennsylvania Club, who died from blood poisoning, resulting from a splinter of wood being driven into his foot, will be keenly felt by all his fellow-members. His name was one of the oldest on the club roll.

## DETROIT.

## "TRUE TANGENT."

DETROIT being a lively cycling centre, one would naturally think you ought to have had a regular correspondent here long ago, however, it is never too late to mend. The proposed new constitution for the League has excited considerable interest in this locality, and is generally received with favor. There will probably be quite a good representation from Michigan at the convention in Baltimore. Among those intending to go may be mentioned, Chief Consul J. H. Johnson, B. J. Holcomby and C. H. Smith, of Detroit, and J. E. Beal of Ann Arbor.

The rivalry between the racing teams of the State promises to be more earnest this year than ever before, and Detroit confidently expects to have a team fully able to successfully meet all comers.

The question of a successor to Chief Consul Johnson is already being discussed, and as Mr. Johnson positively declines a re-election, several names have been mentioned for the office. Although there is a strong desire on the part of some to have the office located in Detroit, yet many are of the opinion that Mr. J. E. Beal of Ann Arbor is the man who should have the position. Mr. Beal has faithfully served the Division in the capacity of Secretary-Treasurer for nearly three years, is a thorough gentleman, well posted, has time and means at his disposal, and commands the respect and confidence of all who know him. The only thing that can be urged against Mr. Beal's candidacy is the fact that he *does not* reside in Detroit. He has surely earned the promotion, and will be able, I think, to be of more service to the Division than any other man that can be elected.

## ST. LOUIS.

## "LINNEUS."

CHIEF CONSUL BREWSTER got back from New York, and is brim-full of news regarding the Board of Officers' meeting. He had a nice trip, and spoke encouragingly of the coming season as being the most prosperous the League and cycling has yet seen. The settlement of the Wells' difficulty is favorably spoken of on all sides, and League members are happy that this bone of contention is settled for good, as they do not think that Mr. Wells will make the unwise break to run for representative again.

The next entertainment of the Missouri Bi. Club takes place Thursday, April 5, and will be a "Fool Party." This will be the final entertainment of the season. The arrangements are as yet kept dark, but will be very complete, and all that attend will have an enjoyable time.

ONE of the hardest League workers in the states is Ed. L. Mockler, the gentlemanly Secretary of the Cycle Club, and representative of the 5th district. Ed. is always on the look out for new members, and through his individual exertions, secured a large part of the present members of his club.

The proprietor of the Western Hotel, the League Hotel, at Ballwin, has had a League Hotel sign painted and hung in a prominent position in front of his hostelry. This is the first sign of the kind in Missouri, and is a very significant sign of the times—more will be sure to follow. No more will the cry be heard, "Not an official sign in the State."

THE Cycle Club will have to vacate its present quarters at the end of the present month, as the proprietors of the Natatorium require their rooms, and the upstairs hall as well, for the convenience of bathing. They held a meeting Monday, March 19, and a committee was appointed to secure quarters, and the club will either build or rent such a house as its present large membership demands.

CONSUL PARSONS, of Edina, Mo., has made arrangements with the *Independent*, their local paper, to publish improved road articles and is paying for it out of his own pocket at a special low rate. This is exceedingly liberal on Mr. P.'s part, and he deserves the thanks of the whole League for his efforts. He writes, that the paper would have inserted the articles free if they were contained in plates. This is a pointer for League officers: Have some standard road articles electrotyped as early as possible.

The riding season opened up here in earnest Sunday, March 18. The day was beautiful, and with a temperature of about 62 degrees, made riding very comfortable. The Cycle Club had a run called to Ballwin, twenty-one miles away, to which nineteen of their members responded. For the initial run of the season the Ballwin run is decidedly tough, and some of the tender feet were rather tired after getting there. The Missouri Club had no regular run announced, as Captain Lewis thought the roads would not be in a rideable condition on account of the recent heavy rains. The Man-

chester road was simple perfection, however, and three of the Missouri's men joined the run. The following took part in it: Messrs. Wylie, Bates, Clark, Lee, Husck, Jordan, Carlin, Klipstein, Hildebrand, Mockler, Holm, Sanders, Wagner, Greenwood, Tivy, Mason, Lindell, Bob Gordon and Oellein. On the way back to the city the party stopped at Son of a Gun Hill, and saw Greenwood climb it twice. Others tried it, but all failed. If Hal does not make Wells weary, then we are much mistaken.

THE Board of Officers of the Missouri Division held a meeting Tuesday, March 21, at the Missouri's club house. After discussing various plans to increase the League membership it was decided to print a circular setting forth fully the objects of the League, and its claims for patronage. This will be distributed among the unattached, and some good is expected to result therefrom. At this meeting C. C. Brewster read a circular which was addressed to all the Chief Consuls, relative to their bringing before the Division Board the financial status of the League. As the National body will not receive any funds until June, 1889, and the Executive Committee having decided to pay off all the League's debts at once with the balance now on hand, it will be seen that the League would be without its working capital, and to cover this the division decided to issue a call for voluntary subscriptions. It is to be hoped that members will at once respond liberally. If each member contributes 50 cents ample funds will be secured; the League will be on its feet, and with money in its treasury will not have to plead poverty to every call for aid.

## LONG ISLAND NOTES.

## "WING-FOOT."

SINCE the ratification of the consolidation of the Brooklyn and Ilde-ran Clubs the combination have done little beside talk "house," and if the views of the club architect are carried out IT will be second to none in the world. The site will be near their present quarters, on either Hanson place or South Portland avenue, and the estimated cost is near twenty-five thousand dollars. The combined membership is very large, and should approach one hundred and fifty by the opening of the riding season.

THE blizzard is a chestnut by this time, but I should like to call attention to the fact that it caught Czar Corbin down beyond Jamaica and kept him there two days as a sort of retaliatory dispensation for having refused any concession to wheelmen on his road, again showing the allwise justice of Providence, and that the very forces of nature are on the side of the true and the beautiful.

APROPOS of this matter of transportation on Long Island, I should like to call the attention of those in power to what I said last week concerning legal redress. It seems to me that there could hardly be a more fit occasion for the exercise of our combined resources. There exists here a crying evil, having under its influence a large proportion of the League membership in this State; we have shown what can be done in the way of legislation; are we to submit quietly to being imposed upon, with no hope of a change, merely because of a peculiar personal bias existing in the mind of one man?

IT doesn't look as though the opening record to Babylon would be made this week. I know of several who intended to try it on Sunday, March 12, but were prevented by various reasons, although the roads would have permitted it at that time. Babylon wasn't heard from between the Sunday night of the storm and Thursday, being completely snowed in, or rather, out.

IT may be that the proposed century run to Philadelphia will have to be resolved into an ordinary every-day two-days' run, because of the existence of a strong doubt of the ability of so large a crowd to do the distance, but until a more complete expression of opinion is heard the original design will be adhered to. Any word of action taken should be sent to Mr. L. A. Clarke, 25 Broad street, New York City. That gentleman desires me to say that those clubs heard from already, are enthusiastic for a run of some kind, in a body. All clubs in the vicinity of New York, up the Hudson, in Connecticut or elsewhere, who desire to tour from New York to Philadelphia on the way to the League meet at Baltimore, leaving New York on Saturday, June 16th, to send word as early as possible.

*Bi. News* prints the following from a correspondent, and does not even blink: "I can go the same hill on a rear-driving, and putting feet on rests and folding my arms, let the machine go its own path in two miles, which on a favorable day it will do in four minutes." Even we in America have the greatest respect for the Monumental gall of this gentle folder of arms.

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## NEWS

## AND COMMENT.

"LONDON W." has taken to canoeing. Don't think from this that he has given up cycling, for he has not. But hereafter he will divide the joys to be gotten out of this life between canoeing and cycling. He has kindly invited us to share the aquatic joys. We have accepted, and we are now preparing ourselves in a neighboring natatorium for the ordeal we expect to pass through.

We hear that Woodside has changed his mount. Instead of the Rudge he will hereafter propel a New Rapid.

A WORD to the wise: The bicycle thief has "broken out" again. Look out for him and put him where he belongs.

LYNN comes to the front and scouts the idea that Crocker can get away with Rowe at any distance, be it long or short.

WE understand Jack Rogers was in the Hub the early part of this week. We feel slighted—he did not favor us as usual.

EDITOR CORSON of the *Star Advocate* warns us to be prepared for a surprise. All right, Corson, we are braced. Let her go!!

THE Sunday *Item* of Philadelphia quotes the *League Official Gazette*. We would like to know where that paper is published.

THE professional championship of Australia is held by Webard, who lately beat Clarke two out of three races for £25 a side and the championship.

IT seems that Engleheart, in his great race with Rowe on Easter Monday, will ride an ordinary machine and not a Safety, as originally supposed.

IT is quite possible that the "genial" A. K.-Child may blossom out in the bicycle business again. We understand "negotiations" are pending somewhere.

*Puck* suggests the following, and we know that *Puck* will be glad that we indorse the sentiment. It says: "Consolation race—women—moral, go and take a header."

THEY cannot get Safety bicycles down in Rhode Island fast enough, and this in face of the fact that we were told a year or two ago that the Safety craze was a passing "fad."

IN this issue we present a cut of the ladies' bicycle, and a description of same. This form of frame is a novelty in this country, though in England it has been in use some time.

WE should not be a bit frustrated if we were to hear that Pack Jince and A. CacMurdy were to run a race for \$2,527,235.29 a side. There is nothing like big money and square racing.

A GERMAN paper with an unpronounceable name has discovered that the "Roadsculler" is a machine for riding on land as well as water. We have to go to Germany to learn lots of things.

THERE is no time like the present. We address this remark to all riders who have second-hand machines for sale. We would respectfully suggest as a medium the columns of this paper.

"SENATOR" MORGAN is trying to revive the defunct and decayed Professional Union. We doubt whether the "Senator" will make much headway as his field for securing membership is very limited.

THE dispute as to who is the best hill climber is likely to widen into a challenge from the Missouri Club to the Pennsylvania Club for a road race between teams from these two representative clubs.

THE British family of Cyclist's Journals has lately had an addition, and they call it *The Scottish Cyclist*. We welcome the new arrival, and hope that it will soon be as fat and thriving as its elder brethren.

MR. PAGE does not admire Mr. Prial's notion that bicycles should be carried on the horse cars of New York City. We don't say the following to curry favor with Mr. Page, but we think Page is right—for once!

WE came pretty nearly having a six-days' indoor tournament in Boston this month, but the unfortunate experience of the professionals in Philadelphia discouraged the management from making the experiment.

RICHARD HOWELL calls Woodside a "self-styled champion," and offers to ride him a mile race and give him a "reasonable" start. What Mr. Howell would call "reasonable" is an open question. It might arouse discussion.

THE racing costume, as affected by certain racing men in Australia, is frowned upon by the modest antipodes as being "indecent." We have passed through the same qualms here, but utility seemed to get the best of outraged feelings.

PAGE, of the *Spectator*, has grown a foot because in the Overman Catalogue his paper has been put in alongside the *World*, and other amateur efforts. We are not proud, Page. We can stand it, but don't presume too much, you know.

"TWINKLER," of Detroit, writes us a few notes as follows: Lovely weather here and good roads, which are duly appreciated by our wheelmen.—Capt. Jacobsen of the Detroit Club has returned from New Orleans.—Palmer Avenue will be paved with Asphalt. Next?

AT last the cycling organizations are turning their attention to a useful and legitimate end. Road Improvement Associations are springing up in all parts of this country and England. This is as it should be, and every cyclist should give his moral, as well as financial aid to all kindred movements.

WE want to go to Mexico, as we learn that they never have wind, rain, or snow, and that the roads are smooth and level, and hard as a board. Just think of reading such an item as this sitting in the shadow of a 16-foot snow bank, and in a climate as frigid, cold, and crushing as the sarcasms of Mr. Page. We mean Mr. Page of St. Louis.

THE business and professional men of Louisville, Ken., are seriously looking as to the availability of the cycle, as a machine, for the despatch of their business. They say if the city fathers will only give them good streets, there are many of these professional men who would avail themselves of this improved method of locomotion.

THE L. A. W. Division of Rhode Island has voted a \$50 subscription to aid the National body. A paper for individual subscription was also opened. The Division will discountenance road racing, and it also passed resolutions condemning fast and reckless riding past horses and pedestrians, and other careless and discourteous conduct on the road.

THE cyclists turned the tables on the cow-boys at the 6-days' tournament in London, which came to a conclusion last Saturday. The score stood at the close of the racing, 891 miles for the cow-boys, and 892 miles for the cyclists. Beardsley was taken violently ill just before the finish, but by mutual consent a man named Lane, hailing from Nebraska, replaced the plucky Beardsley. Whether it was drugs or too much riding that knocked Beardsley out, report sayeth not. We would suggest a return match so that two out of three could be credited to the horsemen or to the wheelmen.

## LADIES' BICYCLES.

"BUT what shall we do for the indispensable sex? For them there are tricycles, which are in all respects practicable on the road, only subject to the objection of increased size and weight, and also of a higher cast, which may be somewhat reduced hereafter by a larger demand, although the third wheel must always make the machine inferior to the bicycle. If any daring person inquires why ladies cannot ride the bicycle, he must address the inquiry not to Nature, which has interposed no objection, but to the same irrational conventionalism which has decreed to the female equestrian an ungraceful, inconvenient side saddle and a trailing robe that make her helpless while in her seat, and endanger her life as soon as unseated. True, she rides, but in spite of these obstacles—by dint of her wit and innate gracefulness; so she walks—on narrow soles and French heels. Give her—or rather, let her dare to take—for the occasion, not that terrible Bloomer, but some modification of sensible gymnasium or short dress, and she will quickly adapt it to satisfy all requirements of delicacy and grace, and will thus be able to mount this swift steed now awaiting her—a steed which fits well enough the Nature woman, but cannot make itself to fit skirt-civilization. The male biped will not willingly leave her behind on his multipedal steed, nor will she consent to be left."

This extract from an article of mine in *Lippincott's Magazine* for November, 1879—it really was in 1779, but out of regard for conventionalism, and in the certainty that your technical proof-reader would not allow the correct date to pass him, I have written it a century late, it being at least as long ago as 1779, measured on the cycling cycle—recurs to me just now. At that time, I had never trodden the pedal and knew considerably less of the subject than I have learned since; yet I may claim to have been a seer as to Femina and the two-wheeler, although I must confess I erred in looking to change in dress and not in machine, which has managed in part to "unmake itself to fit civilization." The Mme. Armaindo business is on record, without making a real exception; yet among my memories its a tale by a perfectly undoubted observer, who once saw a young girl slip out of a sumptuous suburban Boston villa and mount and ride away on the adulterated big bicycle, dressed in

*propria que maribus*, and clearly enjoying her stolen and dreadfully naughty sweets.

The first step towards emancipation of woman from her exclusion from cycling was the discovery that she not only could but must use a saddle, and the throwing away of the stupid "seat" in all its forms. With the decree that "the loop frame must go," at first seemed to come a new obstacle, in the central tube. The first maker to depress this tube below and out of the way of skirts was Singer, if my recollection is right, and for a year or two past there has been no lack of tandems which our skirted dears could manage. From any tricycle of "Cripper" type, and from any tandem with a depressed perch, there was only one step lacking to a bicycle which did not need to be ridden astride. The present small-wheeled type of bicycle, allowing the connecting frame to be shaped almost *ad lib.*, offered the opportunity, but there is no originality in the Washington machine (if I understand that), for ladies' bicycles of this type are more than a year old in England. [True.—Ed.]

As to ease of driving and managing, this must clearly have the advantage over the best tricycles, but I still have doubt as to the comparative neatness, although I note, with pleasure, the testimony from Washington as to the grace and apparent ease shown by the ladies who have already tried it. A tired, panting, perspiring, disheveled, and muddled woman, per cycling, is an object hardly more comfortable to see than to be, to speak plainly; and, to me, nothing seems more inappropriate and reprehensible than any racing or "century" or "record" work by women. To ride cycles well and really successfully, women must ride with both real and apparent ease, and without bedraggling with dirt and grease. How far they have been able to do this is the cycling point on which I am least informed, and hence I do not mean to imply that they cannot and do not comply with the utmost demands in this respect. But the demands are plain, and it is only within a year or two back that machines have been offered to women which began to dispense with the old abominable *weight*. To offer a woman, at best handicapped with a form of clothing whose impediments a man (bothered if the skirt of his winter overcoat wraps in the wind about his knees) does not realize, a clumsy wheelbarrow of a tricycle, weighing 100, 95, 90, 85, 80, or even 75 pounds, while the male rider, clad in trim suit, goes off gayly on his bike, thinking himself half killed if it weighs over 40 pounds, is not only an outrage *per se*, but is offering a woman a stone to eat while men have soft biscuit. Woman simply *cannot* ride such crocks as have been offered to them. I trust better conditions are now at hand for them.

New York, March 22, 1888.

JULIUS WILCOX.

#### HOW TO PURCHASE A SECOND-HAND MACHINE.

WE think a few hints on this most important subject, will be most timely for it is just about now, that the market for second-hand machines is very active. "Osric," a writer in the *Bicycling News*, gives some excellent points, and we gladly boil down his ideas for the benefit of our readers: "No machine that has not ball bearings to both wheels should be purchased in this time of progress. A cone bearing back wheel is always troublesome. Though the cones be the best, they at their tightest have generally a little play, and over rough roads are a source of misery to the rider and his companions by the infernal rattling which proceeds from that horrid back wheel. Ball bearings are the only remedy, and the absolute comfort of the rider depends on having a *ball back wheel*."

The next point is the running of the machine. To test this the left foot should be placed under back wheel, the head caught hold of, and thus the front wheel raised off the ground and gently turned. The wheel ought to run smoothly without noise, and should a loud ominous clicking or grinding be heard, it may be known that the forks are not properly fitted to the bearings, and cause friction. If the wheel runs stiffly, enquiry should be made as to its cause, for it is only natural that the seller will have the machine in the best possible condition. However, the running being satisfactory, the rim of the front wheel should be carefully watched as it turns. If the wheel deviate from its course, and wobble from side to side, it is out of true. I should advise all novices to leave such a machine alone, or else make strict enquiry into the cause, as it is often the case that the wheel has been buckled and simply tinkered up to sell. A wheel will always rise and fall as it turns, and no notice should be taken of this.

The next point is what is termed play. The mode of testing this is to hold machine by the head, take rim in hand, and shake wheel from side to side. If there be any rattle, then that is play. Seldom or ever is play present with ball bearings, but should that be the case, request can be made that the bearings be tightened up, and if

the rattling continues, it may be settled there is something radically wrong—the ball worn or perhaps one gone. The back wheel should be tried in same manner as to trueness and play.

One of the greatest points of a machine which is generally overlooked, even by cyclists of some standing, is the *trueness of the back wheel with the front*. To test this the machine can be turned upside down—that is, the head and saddle rested on the ground—the backbone brought straight with rim of front wheel, and the back wheel in this position must be exactly in line with front, and if at an angle, which is very often the case, the bicycle is hardly worth purchasing. The head should also be closely examined, the screw loosened, the backbone taken out, and the centres (that is, the cones or points) well looked to, and notice taken of any wear, etc. All bolts should be tested, spokes consecutively tried, and looseness taken note of, as the rigidity of the machine greatly depends on their tension. Pedals are not generally considered in the stability of a machine. They are of three different kinds—ball, cone, and plain. Balls are, of course, the best, but it is seldom they are given with a cheap second-hand mount. Cone and plain are about equal as to their durability, but the latter to my thinking, are the easiest running, not being subject to locking as with cone."



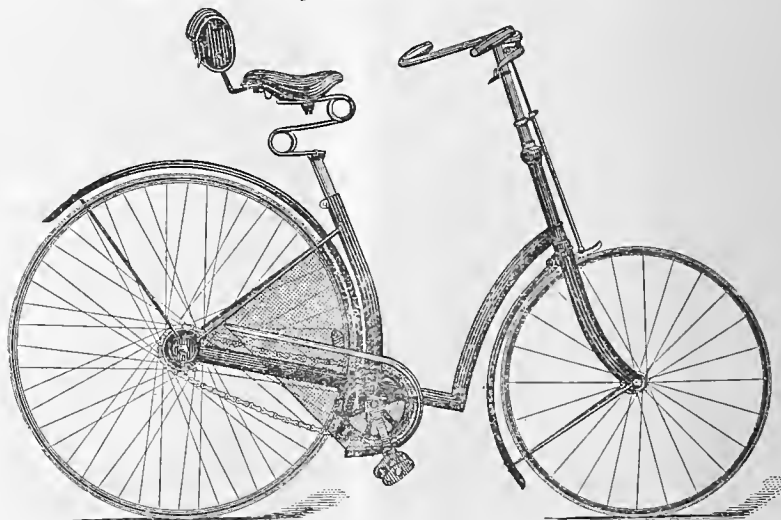
#### INDEX TO MACHINES ALREADY DESCRIBED.

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#### THE LADIES' DART BICYCLE.

SMITH NATIONAL CYCLE CO., WASHINGTON, D. C.

A GREAT deal of interest and curiosity has been evinced by our readers of both sexes as to "what kind of a machine the ladies' bicycle is." We take pleasure in presenting this week a cut of the machine and a description thereof.



A glance at the above will show how the lines of the machine closely follow those of many of the *Cripper* style of tricycle, allowing for a natural and proper disposition of the skirts. The wheels are 30 and 24 inches. Instead of mounting from behind as ordinarily, the machine is mounted as follows: Mounting is accomplished while the machine is standing still and from either side. The pedal on which the "mounting foot" is to be placed is brought

forward so that the crank is about parallel with the ground. By stepping over the reach with one foot on the ground and one foot on the pedal, *which is forward* of the axle, the rider is in position to mount. The handles are then grasped and the rider lifts himself by the foot on the pedal into the saddle; this movement also starts the machine ahead. A little practice soon gives anyone the hang of it. Dismounting is accomplished by stepping off forward from pedal nearest the ground, and when the lowest extremity is reached, is within four inches of the ground. Weight, all on, 38 pounds; price, with balls to head, pedals, wheels, and crank journals, \$135.00. We also present below a cut of the Dart tandem bicycle.



The lady rides in front, and it is not necessary that she should know anything about balancing a bicycle, as the steering and balancing is all done by the man on the rear seat. The introduction

of these two machines makes it possible for a lady to enjoy the pleasures of riding the narrow gauge type, and we have no doubt but that they will have a future. The machines will be on the market in about four weeks, and their advent will be duly announced in the advertising pages of this paper. The price of the tandem, balls all round is \$200. The weight of the tandem is 70 pounds, all on.

"NICELE," of Cleveland, Ohio, writes us as follows: An item for the "Chestnut" column. The oldest member of the Star Wheel Club of Cleveland is not quite as aged as he will be after a while, but he is in his 43d year, and is entitled to enter the chestnut ranks. He has been an active rider but 3 1-2 years. In 1885 he made an estimated distance of 2400 miles, including one century run. During 1886, by cyclometer measurement, he covered 3401 miles, making 18 runs of over 50 miles. Last year, by cyclometer measurement, he rode 4749 miles, making 18 runs of over 50 miles, including one of 102 7-8. He tied for first place in a number of club runs! [If this keeps on, we shall begin to think that the "youngsters" will have no show at the long-distance records.—ED.]

No. 4361, writing from Memphis, Tenn., says: "Speaking of aged riders, let me present my champion. I know of a rider who is forty-six years of age, and I'll wager a ticket to the League Meet that he can do a hundred miles on the road *every day in the week*, and attend church Sunday night by way of pastime. He has several times made his century with the youngsters, and he was not the first to cry "quit" on those occasions. Perhaps some of the boys who attended the Ohio Meet in '86 will remember this same old man. No. 5550 suggests a race at the League Meet. Not a bad idea by any means. Just get up the race, and I'll warrant that Tennessee will have a man not far from the front." [We scarcely think that a man of 46 should be classed as an "old" man.—ED.]

We made a mistake last week in printing the number of the Kingston Knitting Co. as 17 Kingston street. Our readers will please take notice; the correct number is No. 27 Kingston street, and address their communications accordingly. This company make a very excellent line of tights for athletes, which are very popular among sporting people. It will be worth your while to send for their catalogue.



ABBOT BASSETT, Secretary-Editor.

#### LEAGUE OFFICERS.

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VICE PRESIDENT.—H. W. Hayes, 103 State St., Boston, Mass.  
TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.  
SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.  
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TOURMASTER.—W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 608 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

THE following on road racing is from the pen of the Secretary of the C. T. C. It is written in advocacy of the movement on the part of the N. C. U. to suppress this feature of our sport: "That road racing, if permitted, promises to end in the permanent curtailment of the liberties of the rational cyclist no thoughtful reader will deny for a moment, and it, therefore, behooves every delegate of the Union who values the liberties of the majority above the selfish claims of a small and irresponsible section of quasi-"scorchers," to be in his place, or, at any rate, to register his vote in favor of relegating these gentlemen to the cinder path, where, in the best interests of cycling, it is to be hoped they will remain."

THE Rhode Island Division is the first to respond to the call for a popular subscription by voting \$50 from its treasury and starting a subscription paper for additional funds. This Division has very nearly reached the total of membership it had last

year, and bids fair to make a good showing the coming year.

CHIEF CONSUL MEALY, of Maryland, is out with a recruiting circular, and hopes to have every wheelman in the State a member of the League when the organization knocks at its front door next June.

THE Massachusetts and Rhode Island Road Book is being sent out. It follows the general style of the New York book, though it has fewer pages. The routes are carefully noted, and many through routes are taken from other books. The book will be of great value to tourists, and it marks another good thing done by the L. A. W.

WITH this month closes the first quarter of the League year, and now, for three months, applicants should remit \$1.75 for initiation fees and dues.

WE are receiving not a few applications for membership from those who allowed their membership to lapse. Those who are indignant with us for refusing their renewals at this late date, we respectfully refer to the rules. If they can move the rules, which dictate our action, they will find the Secretary very pliant. The man who pays the penalty for his laches with easy grace is a being whom we have a great admiration for at this time.

LEAGUE clubs may be represented by proxy at the Baltimore Constitutional Convention. Representatives from these clubs may cast up to fifty votes. Thus will the influence of League clubs be felt in the reorganization scheme.

#### FROM MR. SHRIVER.

Editor L. A. W. Bulletin:—Criticism is always easier than construction, and it would seem especially ungracious to criticize the work of the Re-organization Committee, which has been so carefully and well done. Yet I cannot pass without a word of protest the provision which would perpetuate in our proposed new constitution the pernicious system of filtering both power and responsibility through several hands, by means of electing one set of men, who are to elect another set of men, who are finally to choose the Executive officers. This sort of things has always either broken down in practice or has produced evil if really enforced. Instead of having the members elect a Division Board, who shall elect a National Assembly, who shall elect a President, etc., I for one can see no reason why there should not be a direct election of all these officers on the same original ballot.

One other alteration I would suggest. That we have sufficient independence to ignore arbitrary State lines, and form our Divisions in accordance with community of interests. Certainly it would be better if we should make, in our microcosm, the arrangement which would really be of advantage in the practical subdivision; and so far as wheelmen are concerned, establish a State of Manhattan. How far the same rule would apply in other sections is something to be determined by local interests; but there can be no reason why wheelmen living all their life under the same circumstances, but happening to have their residences on opposite sides of the Hudson River, should belong to separate divisions. On the other hand there is every reason why New York City and Brooklyn, Westchester, Richmond, Kings and Queens Counties in New York State, and Hudson, Essex and Union Counties in New Jersey, should be under the same Chief Consul and local Board, and so hold the same union in their cycling life as they already have in their commercial life. Under such an arrangement, Suffolk County, forming the eastern end of Long Island, would naturally be annexed to Connecticut, and all New York State above Peekskill would form a division by itself.

E. J. SHRIVER.

#### IOWA DIVISION.

The spring meeting of the Board of Officers of the Iowa Division L. A. W. will be held at Cedar Falls on Tuesday and Wednesday, May 29th and 30th, 1888. On account of the postponement of the fall meet last year, it has been decided to make this a general meet of all members of the Division. An attractive programme will be arranged for the entertainment of all who attend by the wide awake wheelmen of Cedar Falls, and it is desired to make this the largest gathering of wheelmen ever held in the State. I sincerely trust that all League members, also unattached riders, will make their arrangements to attend.

Fraternally,

ROBT. L. THOMPSON, C. C. Iowa Div.  
Muscatine, Iowa, March 24th, 1888.

#### CALIFORNIA DIVISION.

The annual business meeting of the California Division, L. A. W., was held in Mystic Hall, Red Mens, Building, 320 Post street, San Francisco, on Friday evening, Feb. 24th, 1888, Chief Consul Welch presiding. There were present 25 members in person and 12 by proxy. Minutes of last annual meeting and of the Santa Cruz meeting were read and approved. The Chief Consul then asked to be excused from reading

his annual report at length, and gave a brief sketch of its principal points instead, promising to have it printed in full for distribution. The Secretary-Treasurer then read his report:

To the Officers and Members of the California Division, L. A. W.:

Gentlemen—Herewith I submit the report of the Finance Committee, as follows:

#### Dr.

1887.		
Feb. 24.	To cash on hand.....	\$20 00
May 2.	To half proportion of dues to March 14	55 00
June 8.	" " " " " " " "	55 00
Aug. 17.	Net proceeds from Santa Cruz meet	
	Com.....	66 00
Dec. 31.	Interest on deposit in S. F. Savings	
	Union.....	1 21

1888.		
Jan. 13.	Balance proportion dues for 1887....	38 25
		\$245 36

#### Cr.

1887.		
Aug. 17.	By Wagner and Ott medals.....	\$40 00
Aug. 17.	By Pederson & Co. medals.....	119 65
	By balance cash on hand.....	38 25
		\$245 36

The only outstanding demands against this balance are the printing and incidental expenses of this meeting.

On closing the membership lists for the year 1889, California stood credited with 343 members, distributed as follows:

#### First Representative District.

Los Angeles.....	45	Santa Barbara.....	6
La Panza.....	1	San Diego.....	3
Monrovia.....	1		
Pasadena.....	2	Total.....	60
Riverside.....	2		

#### Second Representative District.

Belmont.....	3	San Mateo.....	3
Half Moon Bay.....	2		
San Francisco.....	160	Total.....	168

#### Third Representative District.

Alameda.....	6	Santa Cruz.....	3
Berkeley.....	1	San Jose.....	21
Gilroy.....	1	San Leandro.....	2
Haywards.....	2	Watsonville.....	4
Livermore.....	2		
Oakland.....	21	Total.....	63

#### Fourth Representative District.

Anderson, Shasta Co.....	1	St. Helena.....	1
Cloverdale.....	2	Vacaville.....	3
Napa City.....	3	Willows.....	4
Oroville.....	9	Yreka.....	1
Sacramento.....	8		
Stockton.....	20	Total.....	52

Since the list for 1888 opened inclusive of that for the week ending February 13th there have been five applications for membership, all from San Francisco, and 107 renewals; these latter are from the several Districts, as follows:

#### First Representative District.

Pasadena.....	1	San Diego.....	1
Pomona.....	1		
Santa Barbara.....	1	Total.....	4

#### Second Representative District.

Half Moon Bay.....	1	San Francisco.....	57
San Mateo.....	2	Total.....	60

#### Third Representative District.

Alameda.....	1	Santa Cruz.....	3
Berkeley.....	1	San Jose.....	1
Gilroy.....	1		
Oakland.....	5	Total.....	12

#### Fourth Representative District.

Cloverdale.....	2	St. Helena.....	1
Forbestown, Butte Co.....	1	Vacaville.....	1
Napa City.....	3		
Stockton.....	10	Total.....	18

and from persons who have moved to the State since 1st March, 1887, and whose addresses have not yet been furnished me by the Secretary-Editor, 13.

On the 7th inst, a circular to local Consuls was sent out from the office of the Chief Consul urging them to see to the forwarding of renewals from their respective localities. The reports received from some of these officials, together with the large renewal list of the Bay City Wheelmen, which is not included in the figures given above, as well as other renewals known to have been sent from this city, give us reason to hope that when the lists close on 1st March next, we will stand credited with no smaller membership than that with which we closed the year 1887.

The renewal season, it must be borne in mind, occurs at a most unfavorable time of the year, when there is the least activity among cyclists and when they are most infrequently brought into communication with each other. This condition is general everywhere, and has been recognized, as you are aware, in the scheme of re-organization, which contemplates changing the

expiration of the League year and the renewal season to the summer months.

All of which is respectfully submitted,

N. A. ROBINSON, Secretary-Treasurer.

Chairman Ireland presented of the Racing Board, reciting the business transacted at the various meetings during the year, the championships established, and the result of those contested, with the records passed upon and allowed.

Mr. Houseworth of the Committee on Rights and Privileges was happy to report that his committee had been called upon to resist no encroachments or the privileges of cyclists, and that its work for the year had been confined to canvassing the vote of election of 1887.

The completed road book was presented as the report of the Touring Board.

New business being next order, Mr. C. C. Moore, on behalf of the Oak Leaf Wheelmen, invited the Division to meet at Stockton on 4th July next.

On motion the invitation was accepted.

The Chief Consul was appointed to appoint a Committee consisting of one representative from each cycling club in the State to co-operate with the Oak Leaf Wheelmen in arranging for the annual meet.

On motion adjourned to meet at Stockton on July 4, 1888.

N. A. ROBINSON, Secretary-Treasurer.

#### LOUISIANA MEMBERS, ATTENTION!

The regular quarterly meeting of this Division will be held Monday, April 9th, 7.30 P. M. at the rooms of the New Orleans Bicycle Club, No. 175 Baronne street. As several matters will be brought up, on which is desired a full and representative vote and opinion, the punctual attendance of each and every member is respectfully urged.

RITCHIE G. BETTS,

Secretary-Treasurer Louisiana Division.  
New Orleans, March 21, 1888.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 132—Total 46—\$773.

BOSTON, March 30, 1888.

CALIFORNIA DIVISION—6—\$310.

Unattached.

17989	Kull, Alfred C., 16 Columbia Sq.,	San Francisco.
17990	Lancaster, James W.,	Pasadena.
18025	Morrison, J. W.,	Santa Ana.
18026	Reid, Ransom,	"
18027	Vanderlip, Geo. G.,	"
18028	Vanderlip, John T.,	"

CONNECTICUT DIVISION—2—\$35.

Unattached.

18029	Munson, Fred B., Box 1173,	New Haven.
17991	Terry, Edwin S., 46 Church St.,	"

DELAWARE DIVISION—1—\$38.

Wilmington Wheel Club.

17992	Fleming, Willard A.,	Clayton.
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DISTRICT OF COLUMBIA DIVISION—3—\$69.

Unattached.

17993	Green, Edw., 1001 M St., N. W.,	Washington.
17994	Moses, G. H., 1411 G St., N. W.,	"
17995	Smith, Wm. E., 1827 Vermont Ave.,	"

IOWA DIVISION—1—105.

Unattached.

17996	Sherman, L. A.,	Dunlap.
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## MARYLAND DIVISION—3—273.

Baltimore Cycle Club.  
17997 Quartley, Chas. G., 419 W. Mulberry St., Baltimore.  
17998 Slothower, Harry, 495 Exchange Pl., " Unattached.

18030 Reese, Rob't M., 15 N. Charles St., Baltimore.  
MASSACHUSETTS DIVISION—5—985.

Lowell Bicycle Club.  
17999 Whittier, Stephen T., Hamilton Mfg. Co., Lowell.

Rovers Cycle Club.  
18000 Nichols, Sam'l G., 609 Commercial St., Boston. Unattached.

18031 Davis, Wm. T., 33 Richfield St., Dorchester.  
18001 Goodell, G. H., Whitinsville.  
18002 Lincoln, R. H., Wollaston.

## MICHIGAN DIVISION—2—192.

Grand Rapids Bi. Club.  
18003 Randall, L. E., G. R. & I. R. R. Office, Grand Rapids. Unattached.

18004 Orrell, W. C., Flint.

## MISSOURI DIVISION—1—273.

Unattached.  
18005 Kruse, F., Hickory and Jefferson Ave., St. Louis.

## NEW HAMPSHIRE DIVISION—1—SS.

Unattached.  
18032 Hill, G. F., Great Falls.

## NEW YORK DIVISION—S—1888.

Buffalo Bi. Club.  
18006 Angle, S. L., 138 Park St., Buffalo.  
18007 Held, Frank C. B., 509 Main St., " Long Island Wheelmen.

18033 Bogert, Frank S., 17 Halsey St., Brooklyn.  
18034 Clarendon, Chas. H., 210 Halsey St., " Unattached.

18008 Britton, Ernest, 26 W. 23d St., New York.  
18009 Goodchild, Jno., 52 Broadway, "  
18010 Kudlich, Hans V., Box 3178, "

18011 Mayer, M. F., 106 Main St., Elmira.  
OHIO DIVISION—3—688.

Cleveland Bi. Club.  
18012 Simmons, R. T., 331 Sibley St., Cleveland.  
18013 White, M. D., 99 Cedar Ave., " Unattached.

18014 Knowles, E. M., E. Liverpool.

## PENNSYLVANIA DIVISION—5—1173.

Columbia Wheelmen.  
18015 Overlin, Howard L., Columbia.  
Unattached.

18016 Burgoon, B. J., Du Bois.  
18017 Lockard, Chas. A., Franklin.

18018 Murray, Dexter N., Box 102, Sewickley.  
18019 Snyder, Edw. G., Waynesboro'.

## RHODE ISLAND DIVISION—1—175.

Unattached.  
18020 Gardiner, Herbert M., Barrington.

## TENNESSEE DIVISION—3—49.

Bluff City Wheelmen.  
18021 Godshaw, S. A., 408 Main St., Memphis.  
18022 Seelig, Julius, 270 Poplar St., "  
18023 Stephenson, Lee, "

## WEST VIRGINIA DIVISION—1—26.

Unattached.  
18024 Gallaher, J. W., Jr., Moundsville.

c  
sc

Entered Feb. 15, 1887.

## All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

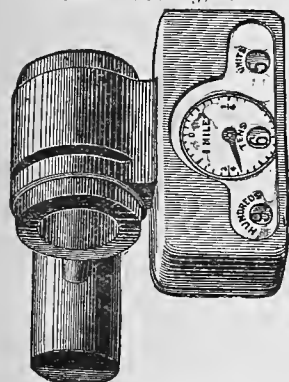
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SEND FOR CIRCULAR TO THE

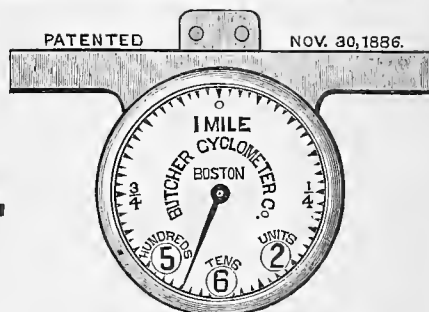
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BETTER THAN EVER.

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Knee Breeches only \$4 a Pair.

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Be sure and write for Samples and Measure Blanks.

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LOOK !!

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The Largest Stock North of New York City.

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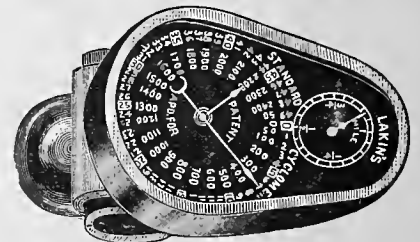
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Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



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New and Second-hand Machines  
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THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the Cyclist does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmev and C. W. Nairn. \$2.50 per year, including postage.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. By Henry Sturmev. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents, by mail. There will be no edition of this book for 1885.

## of all Athletes to our Jersey - Fitting Garments

FOR

BICYCLE RIDERS, LAWN TENNIS PLAYERS,  
YACHTING AND ROWING. BASE BALL  
AND FOOT BALL. GYMNASIUM.

League Color. Grey Mixed. Black. Navy. or any  
Color. Plain or Stripe.

Every Wheelman and Sportsman will give our JERSEYS his approval when he examines the Shoulders, Arm Holes and Neck, as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

## FULL PANTS AND KNEE PANTS.

Buttoned in Front, same as Pantaloon, without Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

Knee Tights, Full Tights, Trunks and Leotards.

We understand, first of all, these garments must be elastic, so they will not bind or impede the free use of the limbs, and to stand the strain brought upon them. This can only be accomplished in Ribbed Goods. For this reason we make all of our best goods with a FINE RIB, ELASTIC AND STRONG, and from worsted made by the best manufacturers in the country, of fine combed wool of a long, elastic staple, which gives it Elasticity and Strength.

We make all of the above goods in three different qualities.

Ladies' Jersey-Fitting Tricycle Pants. A New Thing

These pants are close-fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds.

Jersey-Fitting Ribbed Full-Fashioned Stockings.

Send for Illustrated Catalogue and Price List.  
Manufactured by

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17 Kingston St., Boston, Mass.

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Is made of the finest genuine Kangaroo or Dougola in any size or width.

Greatly improved over 1887 Shoe; is the lightest, strongest and easiest shoe made.

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Also Manfr. of the celebrated

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Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."  
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Our **Knee Pants and Full Body Tights** are the admiration of all who wear them, the introduction of our **New Suspensory Pocket** and reinforcement giving ease and comfort to the wearer, and are great promoters of health, and highly recommended by Eminent Physicians and Professors of Physical Culture.

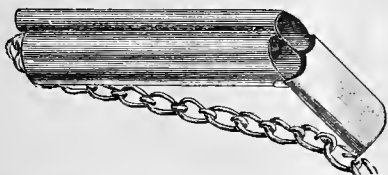
Our **Bicycle Hosiery** is made of fine **Worsted Stock, Glove-fitting**, and to match the shades of our garments. Those we are now introducing of **Linen Fashioned Soles and Toes**, are a great comfort in warm weather, and very durable.

The **TRADE** will find it decidedly for their interest to do business with us. Our prices are very reasonable. Correspondence solicited.

Send for our Circular.

**KINGSTON KNITTING CO.**

#### The "BEST" Bicycle Whistle.



This Whistle is pronounced by all Cyclists to be the most convenient,

Loudest and "Best" call on the market.

The mouth piece is so constructed that it can be held easily in the mouth, and with little effort will produce a loud sound.

PRICE, 25c. EACH. Discount to Dealers.  
**WHITTEN & CO., Providence, R. I.**

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Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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#### SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

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TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio**, for largest list of Second-Hand Bicycles in America.

**DIFFICULT REPAIRING A SPECIALTY.**

Great DURABILITY, reasonable LIGHTNESS, exact INTERCHANGEABILITY OF PARTS, and BEAUTY OF OUTLINE are, in our opinion, first among the requisites of any bicycle, of whatever grade; accordingly, for all parts of this, we have taken precisely the same qualities and tempers of steel that we use in the corresponding parts of the Expert; and there is no metal but steel in either machine.

We are ready to put it in competition, in appearance and under actual service, with many machines of higher price for which much more is claimed.

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ILLUSTRATED CATALOGUE, 60 PAGES, 40 ENGRAVINGS, FREE. POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.

By dispensing with a few of the least essential advantages of our high-grade machines; by devoting less tool-work, labor, and time to the finishing of parts where appearance only, and not efficiency, is effected, omitting the expensive rubbing down and polishing of the successive coats of enamel; and by constructing a large number of machines at once, of but *four sizes* and *one finish*, we are enabled to make and put our Volunteer upon the market at a lower price than a wheel of *equal value* has yet been sold at.



## HAVE YOU SEEN THE RUDGE FOR 1888.

The many tried and valued features of this reliable make, and the large number in use, is a sufficient recommendation to intending purchasers. See it before buying. Catalogue now ready.

### H. M. SABEN,

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Is there an agent for the RUDGE in your vicinity? If not apply as above.



FOUNDED  
THE  
1878

**BICYCLING WORLD**  
**& BULLETIN.**

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

*BOSTON, 6 APRIL, 1888.*

Volume XVI.  
Number 23.

# OF COURSE NOT.

The riding public ask why the makers of Victor Cycles don't advertise a list of second-hand bicycles. It is generally the case that when a maker has a hard time getting rid of his stuff he will trade the said stuff for old wheels, and we suggest that when makers are found largely in this business it is a strong evidence that the wheel they make is not "appreciated."

The makers of the Victors are happy to say that riders do appreciate their wheel, and hence that they are enabled to dispose of the wheels for coin. The reason we do not trade for other maker's wheels is because

**WE \* DON'T \* HAVE \* TO.**

# THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

**BALTIMORE, MD.**

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**Write for Our 1888 Catalogue.**

**New Rapid Roadster,**

**New Rapid Light Roadster,**

**New Rapid Safety,**

**QUADRANT TRICYCLE, No. 8, for Gentlemen,**

**Quadrant Tricycle, No. 14, for Ladies and Light Gentlemen,**

**Quadrant Tandem, No. 15. Two Ladies can ride.**

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We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

**KING OF THE ROAD LAMPS,**

and shall be pleased to give quotations.

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**Agents Wanted for our Cycles and Sundries in unoccupied territory.**

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A great many young men (and old ones, too, for that matter) in possession of only moderate incomes, find it inconvenient, and sometimes impossible, to draw upon their incomes to the extent of a hundred or two, yet they would like to own a bicycle or tricycle, and in fact actually need the exercise that cycling gives. I make a specialty of supplying the **Cycling Wants** of persons with moderate incomes, by selling **Columbia Cycles**, as well as the **Rudge** or **Second-hand Wheels** on small weekly or monthly payments. Send to me for particulars in detail. Cash customers are also welcome. Wheels rented.

GEO. R. BIDWELL,

313 West 58th Street, New York.

NEAR THE PARK.

### FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. **Cash must accompany the order.**

**"LOOK AT THIS."** Two "Victors" for sale; one 50 and the other 54 inch; both in excellent condition. Lakin's cyclometers to go with each if desired. Address, Lock Box 367, Plainville, Conn.

**58-INCH** English bicycle for sale. Balls all round, including pedals. Cow-horn bars, spade handles, and all modern improvements. New last fall. Owner going abroad. \$70. takes it. **GEORGE D. HAZARD**, Room 33, Equitable Building, Boston.

**STAR**, hollow frame and levers, ball bearing; *war-ranted*. \$55., or will exchange. **W. D. CLOYES**, Cortland, N. Y.

**FOR SALE**—Harvard tricycle, in good condition. Apply or address, **E. A. SIMONDS**, 143 High St., Charlestown.

**FOR SALE**—Rudge Crescent Tandem, Townsend Saddles, Lakin Cyclometer. Ridden less than 300 miles; A1 condition. Address, **E. O. HATCH**, 49 No. Market St., Boston.

**FOR SALE**—59-inch Columbia Light Roadster; full rickled, ball bearings, spade handles, Kirkpatrick saddle. \$99. **C. A. CONOVER**, Coldwater, Mich.

**BARGAINS**—Columbia 2-track Tricycle, \$85.00; Number Tandem, \$150; both in excellent condition. Correspondence solicited. "CYCLE," 111 West 95th st., New York.

**WANTED**—Columbia Tandem and Columbia Light Roadster Tricycle; will pay cash or give in exchange any new bicycle or tricycle that may be wanted. State condition, time in use and machine number. "R." World office.

**FOR SALE**—A 52-inch Champion American, 1887 pattern, balls all around; spade handles, Lillibridge saddle; only shows wear on tires and pedals; \$85.00 cash buys it. Address **F. S. CUMMINGS**, Fairfield, Iowa.

**FOR SALE**—54-inch Expert Columbia, with lamp, etc. Address **W. H. MORRISON**, 1011 Third Avenue, New York.

**FOR SALE**—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine and tires scarcely show a scratch; all just as good as new; good reason for selling. Price, \$85.00. Address **G. W. GAIL, Jr.**, care The Clark Cycle Co., Baltimore.

**4 BARGAINS**—Each Wheel Good as New—Sparkbrook Humber Tandem, Marlboro' Club Tricycle, Rudge Humber Tandem, 54-inch Victor Bicycle. For details address **L. H. PORTER**, 29 West 23d street, New York.

**BIG BARGAINS**—One 51-inch Columbia Light Roadster, 1887 pattern; spade handles; ridden one season; perfect condition; not a weak spot in it, \$100, including Butcher's Cyclometer. One 51-inch Rudge Light Roadster, brand new; never ridden; 110. Lock Box 202, Holyoke, Mass.

**FOR SALE**—52-inch 1887 Apollo Bicycle; ball bearings, Kirkpatrick saddle and Butcher Hub Cyclometer; nearly new. Price, \$90. **H. L. BIL-LINGS**, 20 Bedford st., Boston.

**FOR SALE**—52-inch Expert; all improvements; an A1 machine, in first-class condition. Price \$75. A genuine bargain. **G. E. BRETT**, 51 Franklin st., Boston.

**WANTED**—One 50-inch and one 54-inch Victor, New Rapid or Expert machine, late pattern. Will pay spot cash for suitable wheel. Address, with full particulars, **BICYCLE**, P. O. Box 2434, New York City.

**FOR SALE**—1887 Victor Safety bicycle; in first-class condition. Address **J. S. DEAN**, 28 State street, Boston, Mass.

**SINCE I BROKE MY LEG** I have no use for wheels; will exchange for anything I can work with a crutch. Cash or Photo. Outfit preferred. Pony Star Bicycle, good as new; also Victor, 1883 Tricycle, in good order. Address Lock Box 34, Newton, Mass.

### SPECIAL.

All Advertisements in this Department 20 cents a line.

**BICYCLES**—Second-hand, sold on commission for owners. For full particulars see our ad. In The Wheel, or address **MANHATTAN WHEEL EX-CHANGE**, 49 Cortlandt street, New York.

**WANTED**—A well-posted Bicycle Salesman and Bookkeeper; must give good reference; state salary expected. Address **W. L. VAN HORN**, Denver, Col.

**WARRANTED TO PLEASE**—The Common Sense Stocking Supporter. The best in use. Price 35c., mailed. **E. H. CORSON**, Rochester, N.H.

**FOR SALE**—Over 250 Second Hand and Shop Worn Bicycles at bargain prices; send stamp for list and mention this paper. **A. W. GUMP & CO.**, Dayton, Ohio.

**DON'T BUY A BICYCLE** until you have sent stamp to **A. W. GUMP & CO.**, Dayton, Ohio, for list of over 250 Second Hand and Shop Worn Bicycles. Mention this paper. Second hand Guns and Bicycles taken in exchange.

**WANTED**—Second-hand Bicycles for cash, or will trade any new make wanted. Send full description and lowest price. **GEO. W. ROUSE & SON**, Peoria, Ill.

**LAMSON'S LUGGAGE CARRIER**, the cheap-est, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. **C. H. LAMSON**, Portland, Me.

**BICYCLES**, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. **MANHATTAN WHEEL EXCHANGE**, 49 Cortlandt street, New York City.



**BICYCLES.** Everything in new and second hand.

**JOHN WILKINSON CO.,**

55 State St., Chicago, Ill.

Send stamp for list.

### The Boston Road Book.

The most complete Road Book of Boston and the surrounding country ever printed.

**EVERY WHEELMAN SHOULD HAVE ONE.**

For Sale by all Cycle Dealers and at the **WORLD Office**. Also, by the Publisher, **C. A. UNDERWOOD**, 386 Tremont st., Boston, Mass. Price, postpaid, 20c.

### THE FAMOUS CUSTOM-MADE PLYMOUTH ROCK \$3 PANTS. Full Suits and Overcoats at Proportionate Prices



We sincerely believe that never before have we been able to offer our customers so good and stylish a line of **SPRING GOODS** as now our line of Chevoit

**DO YOU WEAR  
PANTS**

Suiting, guaranteed absolutely all wool is particularly remarkable. Our smooth-faced goods are also very carefully selected to suit our trade, whose wants we know now from long experience. For 6 cents we mail you 20 samples of these cloths, self-measurement blanks so accurate that we guarantee a fit. Also if you mention this paper we send you a good 48-in linen tape measure. Or if you must save time, send us your **waist, inside leg, hip and knee** measures, together with \$3, and 35c. to prepay express or postage. We guarantee safe delivery. For any cause a customer of ours may return his goods and receive back his money or a new garment, a guarantee of which statement may be obtained by writing to the American Express Co. (capital \$30,000,000), at Boston. **N. B.**—In buying goods by mail, it is a good rule to send money only to concerns that are well known throughout the country and avoid the countless imitators that spring up for a day to compete with old and regular establishments.

**PLYMOUTH ROCK PANTS CO.,**

18 Summer Street, BOSTON, MASS.

For This Week Only.

**JERSEY-FITTING RIBBED STOCKINGS,  
\$1.00.**

We have bought 50 dozen pairs of these goods, and offer them this week **ONLY**. Same thing sold elsewhere for \$1.50 and \$2.00.

**SPADE HANDLES.  
\$2.50.**

Fit any wheel. Made of best Steel Drop Forgings. Discount to the trade.

**BEST BLACK ENAMEL.**

50 Cents per 1-2 Pint.

Sent by mail on receipt of price.

**CYCLE SUPPLY CO.,**  
3 Berkeley St., Boston, Mass.

**The Brooks Ideal Cyclometer.**

**SIMPLEST, MOST RELIABLE and BEST.**

**Fully Warranted, only \$5.00.**

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**JOHN HARRIOTT,**

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**BADGES, MEDALS, Etc.**  
MADE FROM ORIGINAL  
DESIGNS.

**H. C. HASKELL,**

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Correspondence Invited.

# THE \* SPRINGFIELD \* ROADSTER

FOR 1888.

YOST & McCUNE PATENTS.



No. 1.

Wholesale Distributing Offices:

MERWIN, HULBERT & CO.,	New York, N. Y.
KIRK BROWN,	Philadelphia, Pa.
C. F. STOKES,	Chicago, Ill.
E. C. MEACHAM ARMS CO.,	St. Louis, Mo.
E. T. ALLEN,	San Francisco, Cal.
JOHN P. LOVELL ARMS CO.,	Boston, Mass.

Retail Salesroom: No. 147 Washington Street, Boston.

No. 1 cut shows the \$75 Springfield Roadster which retails for \$75, with plain and cone bearings, nickel-plated trimmings, Fish Saddle, Tools and Tool Bag.

No. 2 cut shows the \$100 ball bearing Wheel, with spade handles, cow horn shaped handle bars, enamel finish, and nickel-plated trimmings.

These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

CATALOGUE FREE.



SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

## NEW MAIL.

Large Handsome Photograph for 10 cts. in stamps

### SPECIALTIES OF THE NEW MAIL.

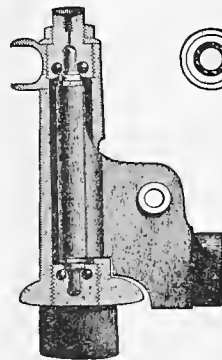
Found in No Other Wheel.



The New Mail is already having a remarkable demand.

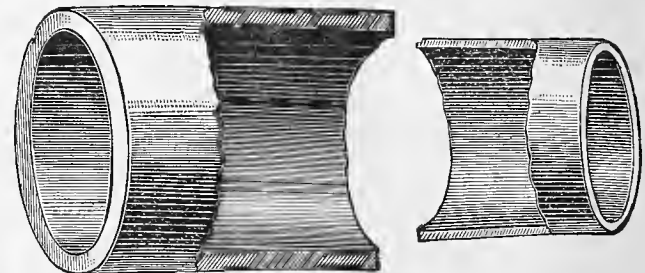
A SUPERB LIGHT ROADSTER.

Get a Catalogue.



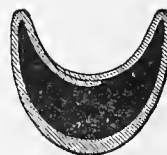
Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone, giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Not a Buckled Rim Last Year.

Warwick's New Rim. No Seam outside. Thickened Metal at Bottom.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount.

Not a Broken Backbone Last Year!

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.

Hibbard, Spencer, Bartlett & Co., Chicago, Ill.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

## ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*, as heretofore.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 6 APRIL, 1888.

WE do not believe that there is a more widely-known cyclist in the world than Mr. Thomas Stevens, and one in whose movements and appearance there is a more wide and natural curiosity. We therefore are pleased to present to our readers this week an excellent likeness of this greatest of all cycling tourists. In connection with this plate we print an incident in the tour of Mr. Stevens' across the plains, graphically told in verse by the "Poet Scout," Captain Jack Crawford.

THE generosity of the divisions in voting sums to aid in paying the debts of the League must be a very satisfactory answer to the Board of Officers who made the request. Massachusetts responds with a donation of \$300.00, and Rhode Island with one of \$50.00. Other divisions are to be heard from, but most of them have taken steps to do something for the cause. We have expressed ourselves on this subject, and the principal governing same, but we are always ready to go with the tide, when we cannot stem it. As an earnest of this we have sent our "mite" up to the Secretary-Editor, and our only regret is that we cannot afford to make the remittance larger.

CAN it be possible that the obsolete fashion of nickel plate as a finish for bicycles is going to be revived? There are a great many riders who advocate this finish. As far as we are concerned we go for enamel every time, for the reason that the nickeling process must be exceedingly well done, or rust will come to the surface, especially where the machines are exposed to sea air. We know that there is a prejudice against nickeling, because it has been looked upon as a sort of a badge indicating a novice. We are not in sympathy with this reason, though it may be true, but if we found nickeling to be the most desirable finish, they might plaster badges of "novice" all over us and it would make no difference in our choice. A similar objection to the safety being such a ridiculous looking machine has kept many from riding it. A good thing that is practical and approaches the best results should not be discarded because it is an indication of greenness, or because the machine is

not so graceful as the ordinary. We are glad, however, to notice that these trivial objections are fast giving way to common sense and reason.

ELSEWHERE we print a letter from W. McCandlish, co-editor of *Wheeling*, touching on the controversy now stirring cycling press circles abroad. We are sorry that anything should have appeared in these columns reflecting on the *bona fides* of any of the pressmen referred to in Mr. McCandlish's letter. We know all of them personally or by reputation, and attach no weight to any assertion accusing them of being parties to a scheme to give a fraudulent title to Kauffman or anyone else. As to their being bribed by a champagne supper, the suggestion is absurd. As to the rules of the competition, so far as we can judge they seem fair. There can be no reason why the Star and bone-shaker should not be used with the ordinary bicycle. We do not care to express any opinion as to the value of Mr. Kauffman's title, nor do we think any one who is not willing to compete under the rules published in *Wheeling* is justified in finding much fault if Kauffman arrogates to himself a title that will look well on the bill boards.

## RACING AT PHILADELPHIA.

VERY successful was the cycling tournament held at the Elite Rink on Wednesday evening, March 28. Upwards of a thousand people were present, and a large attendance of the fair friends of the riders enlivened the scene. The races were all run off with commendable promptness, and although there were several falls, no one was damaged to any extent. Mr. Halstead of the Harlem Wheelmen, at present in the city on business, carried off the honors, and showed us what practice on a twelve-lap track can do. The programme was as follows:

One-mile match race, prize, silver flask—E. I. Halstead, Harlem Wheelmen, first, 2.58 1-5; M. J. Bailey, Century Wheelmen, second by a short length or two. This was a very exciting race, and the time is remarkably good for an 11 1-2-lap track.

One-mile match race, prize, silver flask—S. H. Crawford, first, 3.03 4-5; J. A. Green, second.

One-mile club race, Camden Wheelmen; prize, silver cup—H. B. Weaver, first, 3.07; Potter, second; Strong, third. The latter's Star did not prevent a couple of tumbles, throwing him out of the race.

One-mile club race, South End Wheelmen; prize, silver cup—J. A. Green, first, in 3.11 1-5, beating F. E. Becktold by a short length.

One-mile club race, Century Wheelmen; prize, silver cup—F. H. Garrigues, first, 3.13; R. L. Shaffer, second.

Three-lap one-legged race, prize, silver pitcher—E. I. Halstead, first, 0.52 2-5, distancing J. A. Green on a Star.

Eddie McDowell rode a mile against time, but his performance showed only 3.03 3-5.

One-mile club race, Penna. Bi. Club—Won by L. A. Hill over J. A. Wells, in 3.20. Dallett, who was entered for this race, failed to appear, and Mr. Wells kindly entered as a matter of interest. It was whispered that he would have distanced Mr. Hill had the grade been, say one in three or four, instead of level.

One-mile club race, Tioga Club; prize, silver cup—Van Deusen, first, in 3.22 3-5, beating his brother.

One-mile club race, handicap, Vesper Wheelmen; prize, silver cup—Geo. J. Bowman, first, 3.24 1-5; F. Coningsby, second.

One-mile novice, prize, card stand—E. G. Kolb had a walk-over in 3.20, Green and Draper having collided on the lower turn, throwing both heavily against the railing, which was wrecked. They fortunately escaped without serious injury.

One-mile match race, between winners of races 1 and 2; prize, smoking set—Halstead and Crawford ran this off, and the latter gave the Harlem man a lively tussle. Halstead beat in 3.03 4-5, with Crawford a close second.

One-mile match race, prize, gold medal—F. M. Johnson, first, 3.33 4-5; C. R. Massey, second. This was a race for blood, and the winner was chaired around the track by the Pennsylvania boys, despite his kicking protests.

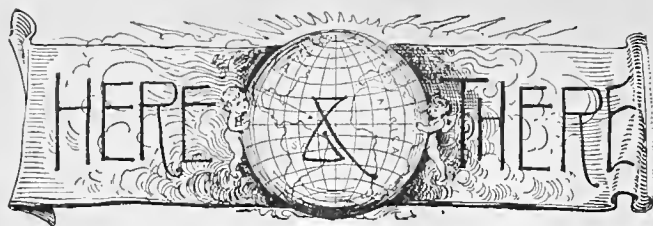
Two-mile open, prize, silver nut bowl—E. I. Halstead, first, 6.10; I. Van Deusen, second; M. J. Bailey, third.

One-mile, 3.20 class; prize, napkin set—Win. Flennard, first, 3.22 3-5; Murray Kilmer fell. This was the third Star rider who went to grass during the races.

One-mile, 3.10 class; prize, fruit dish—S. H. Crawford, first, 3.07 3-5; J. J. Bradley, second.

Philadelphia, March 31, 1888.

"ARIEL."



## ENGLISH LETTER.

## "SENATOR."

I RECEIVED a leap year proposal the other day from London, and being busy, I turned same over to the "Matrimonial Agent" of the team." W. W. Woodside, who made an elaborate reply, stating he was prepared to match an unknown (possibly it may be the "Owl") against the proposer, and that he would be pleased to meet her in London to sign articles.

THE advent of W. A. Rowe has started the "voice of the prophets," who always (?) know "who ought to win, yer know," and the speculations before April 14th would no doubt fill a *Clipper* annual. The papers continue to print columns about the newcomer, and his "picture" is becoming well known. The Manchester *Empire* devoted a column to him recently, and declared with the London *Field* that, "according to his past performances," he is undoubtedly the fastest man who ever crossed a bicycle. When Rowe arrived at Newcastle-on-Tyne he was met by a large crowd, who evinced curiosity to see the famous American. When he was shown the 12-lap board track with 3-foot ends he was slightly astonished, and innocently remarked, "I can break no records on that." Rowe will know a lot when he returns home. This trip will do him good. With Woodside, he is industriously training at Bridlington Quay for two weeks, and is already in splendid form, his fall on the boards at Newcastle the last night, doing him no harm whatever. On the 14th of April Rowe will step on the mark with Howell, in possibly the best form of his racing career, and if he cannot win, it won't be the fault of non-preparation. Excursion trains will run from all around the midlands, and cyclists from many distant parts of the country will attend to see the "battle of giants." I don't underrate Howell's abilities, and it is a queer indication of the form of Rowe and Temple that the supporters of the new flyer, W. Wood of North Shields, would not make a match with Temple, but readily accepted a 20-mile match with Rowe, the American team staking a hundred pounds to Wood's supporters' seventy-five, the race to come off April 21st. So you see the English betting market considers Temple the hardest nut to crack, and there is not much wonder at it. One thing is certain—they are off, or we are out. I think the former is the certainty.

I RECEIVED a long letter, postmarked Sydney, N. S. W., the other day, and for a moment could not think who my Antipodean correspondent could be, although the handwriting seemed familiar—(wish mine was as good; what say you, Mr. Editor and compo's?). Well, here's another piece of evidence of BICYCLING WORLD's circulation and power for good. The letter commenced: "Dear Senator. You will possibly be surprised to hear from me" (and in truth I was; my teeth chattered, when I thought of the supposed dead). "I saw your letter in BICYCLING WORLD, which was extensively copied in this country," continued Fred S. Rollinson, "and I thank you heartily in presenting my case to American readers in the way you did. I had fully made up my mind that my romantic story should remain untold, but it seems you unearthed it, with your usual penchant for information. I am now very happy and married, my wife being one of the most accomplished and best of women possible, and we are thankful for our present happiness." I am sure the many friends and acquaintances of Fred S. Rollinson will learn with pleasure that he is doing well, and has "one of the best of women," for a life companion. Really, I feel personally thankful for the share BICYCLING WORLD has taken in Fred's interest. The letter concluded by earnestly asking me to pay his father a visit, who is in a good social and commercial position in Sussex, assuring me of a hearty welcome, and stating that he may visit England in 1889, and be accompanied by a team of Australian amateur champion cyclists.

My comments on D. J. Canary (quite opposite to those of Rollinson) have also taken effect like the vaccine which the cruel doctor afflicted me with, when, both as a child and a big child. D. J. woke up during our visit to Newcastle, and came out with a set of rules, and a challenge to Kauffman to contest for fifty pounds and the "earth's championship." Kauffman's breath was fairly taken away by the sudden onslaught, as it was entirely unexpected, and Kauff-

man was getting his little championship medal ready which he was going to present to Kauffman as the "world's wonder." D. J. said, "come on, I'll knock your claims," but "Kauffman" wanted to include a "Star" bicycle, boneshaker (safeties and tricycles, I believe also), so Dan had to claim the title, which certainly belongs to him as far as his three won battles in America are concerned, and Temple, Hurst, Martinetti (and no doubt Maltby), have supported Canary's rules, which exclude the Star, so the contest will not come off under Kauffman's rules. The funny part of the business is, nearly all the "representative" cycle journalists of this great country "decided" that "the Star shall be considered an ordinary." The following week, however, a difference of opinion was noticeable, and grave doubts were expressed as to a Star being an ordinary bicycle. Mr. Atkinson of the *Sporting Life* told me plainly he did not sign the rules with the understanding that the Star was an ordinary, and did not certainly consider it so. I am pleased also to state that Canary has taken my comments as to certain little failings (which is human after all), and I was glad to learn from D. J., in presence of his pretty wife and baby, that his last engagement was the most profitable, for he had commenced to think of a "rainy day."

PERCY LOW, associate editor of *Wheeling*, tells me he may visit America the coming summer. I don't know if F. P.'s law suit has anything to do with this, I think not. That Scotch (good old Scotch!) libel suit of mine may prevent my holding any property in porridge land, otherwise I don't anticipate trouble. A Scotch professional says I called him names and ruined (save the mark) his prospects. He wants a thousand pounds, he will get less. Well if Mr. Low comes to America, I can heartily recommend him as a "rare old sport," he will shine anywhere.

I RECEIVED a call this week from M. F. Nandy, London editor of *Le Veloce Sport*, Bordeaux. It was in regard to the American team's appearance in Bordeaux and South of France generally, in May and June. The editor of *Le Veloce Sport* and the Bordeaux Club, which numbers nearly 500, assures us a hearty welcome to France.

THE meeting of Rowe and Howell at Leicester to-day, at which they signed articles, was a rather pleasant one. Howell was boxing in his dressing room, and stopped on Rowe's making his appearance. Howell remembered him through his visit to Springfield. The two rivals shook hands, and Howell remarked he hoped he would like England, and that no matter who would be the victor in their championship races, they would entertain the same respect for each other. Altogether the meeting was a dramatic one, about a dozen on when "Blucher met Wellington."

## CHICAGO.

## "THE MULE."

THE club house question seems to be agitating the minds of nearly all our riders. The Chicagos, as already related, have just gone into first-rate quarters in the centre of the city, and preparations are being made by at least two other clubs to cut a dash in the near future. The Owls, probably the most successful club Chicago has had so far, move into a new house next week, and will hold a smoker to celebrate the event on the 15th. Of course, to hear some of the enthusiasts talk there never was such a club house before. The Lincolns, not content with anything ordinary expect to build a house, and to that end, have organized the Illinois Cycling Company, with capital stock sufficient to cover all expenses. The building will be on the North side, where the greater number of the club members reside. The club is composed of about one hundred and fifty members, many of whom are well-to-do and can afford to support a handsome headquarters. The Illinois boys have been talking of looking up something more substantial than their present quarters, but have done nothing in the matter so far.

CHARLEY PHILBRICK will race again, and has bet \$20 that he will beat 2.40. Of course he'll lose.

WHILE playing polo on a Star at the Casino, last Monday, Tom Roe hurt his right leg so severely that he has been confined to the house ever since.

SURBRIDGE has secured the services of Birdie Munger as salesman. I hear that the latter intends making a few road records for the boys to try to beat this summer.

J. O. BLAKE, for many years vice-president and manager of the John Wilkinson Co., has left that concern, and is now superintendent of Spalding's retail department.

R. D. Garden has obtained the sanction of the commissioners to hold his annual road race. A meeting of a dozen representative riders was held recently, and all the plans made for what should

prove a great race. It will be run on May 30, from the Leland Hotel to Pullman, and it is already certain that the \$1,200 worth of prizes will be easily obtained.

THE Cycling Association, composed of representatives from local clubs, has at last been established, each of the five clubs being represented. The association expects by concerted action to accomplish much which could hardly be done by any one club, and will, I hear, promote an annual race meeting.

L. M. RICHARDSON has written W. J. Morgan, to ascertain the latter's opinion about a six-day race here next fall. Mr. Richardson has confidence enough in the scheme to invest considerable money in it, and, should Morgan think well of it, will open negotiations with the secretary of the exposition building.

THE Garden City Athletic Club has secured an excellent piece of ground on the West side of the city, and will offer liberal prizes for cycling events at its race meetings. Van Sicklen, Rae and other well known riders are members of this club, which has seven hundred members as the result of three months' work.

KANSAS CITY. A. A. McCURDY, who will be remembered as figuring in a disreputable "fake" race in Minneapolis recently, was in the city last Saturday (24), ostensibly for the purpose of securing a place to race J. S. Prince, of Omaha, for \$15,000 aside! Whew! What a race that would be! It is not likely that they will race here. In the meantime wheelmen here will look out for the result of the Rowe-Howell £100 races to the utter exclusion of Prince-McCurdy \$15,000 hippodromes.

HIRAM HALE, of Junction City, Kansas, will be again on the path this year.

KANSAS, "the home of the blizzard," sends greeting to Boston, of "beautiful Italian climate fame."

L. S. C. LADISH took a run down to St. Louis last week to see the boys. He says that cycling there will boom this year.

J. C. HIGDON was married in St. Louis last Monday, and Higdon's friends wish him congratulations. The "chestnut" tandem is now in order.

It is said that Frank S. Ray has quit wheeling. Mr. Ray was a member of the Missouri Touring Committee, and also a correspondent for wheel papers.

A NUMBER of wheelmen here whose League uniforms have taken on a brick red color, have had them dyed a beautiful black, which makes them nearly new.

J. A. DE TAR and T. E. Galvin returned Monday from a two months' pleasure trip on the Pacific Coast. They had a great time, and were favorably impressed with country, climate and people. Their were accompanied by their wheels, and did considerable riding over the country surrounding San Diego.

## NEWS

### AND COMMENT.

LAST Sunday, in Boston, was one of the most charming days for wheeling that we have seen for a long time. The air was clear, crisp, and yet warm enough, and the roads in the immediate vicinity of the city were in superb condition. We saw hundreds of riders while we were out walking. We had to walk, because we had no machine. We must say we envied our fellow cyclists.

It is our purpose next week to give a description of the Facile Safety of the rear-driving type.

WHEELMEN, and especially those of the South, should bear in mind the dates of the great meet and races at Atlanta, Ga., as being April 16 and 17.

THE annual "International Tournament," which has been such a prominent feature in English cycledom for the past two years, will be omitted this year.

OUR friend Kennedy-Child, ever restless, ever on the move, has winged his flight toward the setting sun. It is very probable that Chicago will be his next abiding place.

NOTWITHSTANDING *Wheeling's* attempt to kick over the *Cyclist's* Life Boat Sustentation Fund, subscriptions still continue to come in and they already have some \$250 pledged and paid.

WE received a call from Mr. Will Pitman of New York, Saturday, and we regret exceedingly to learn of the reason of his visit to this

city. His mother died last Saturday and Mr. Pitman arrived here just before she breathed her last. The remains were taken to Bangor, Maine, for interment. We know all will sympathize with Mr. Pitman in his sad bereavement.

THE interest in the cyclist-cow-boy contest in London do not seem to have abated one bit, as Agricultural Hall on every evening of the six days competition was filled to its utmost capacity.

Now that the N. C. U. have decided to have nothing to do with road racing, a movement has been made headed by the North Road Cycling Club to form a road records committee. At present the scheme is in embryo.

OUR readers will be glad to notice the first letter from the La Fear brothers, in St. Thomas, W. I. Their letter will be read with great interest, and as the earnest of what is to follow when they reach the banks of the Amazon.

H. B. M. QUEEN VICTORIA has donated a \$525 cup for competition by the amateur oarsmen of Great Britain. We would respectfully suggest Her Majesty the sport of cycling as worthy of royal patronage in the shape of a \$1,000 cup.

THEY do say that the new "universal language," Volapuk, has but one swear word. What must the poor cyclist of the future do when the festive cur tangles itself up in the spokes of his wheel, and the erratic hoodlum shies brickbats at him?

THE Albany, (N. Y.) Athletic Association propose to give a Bicycle Tournament during the coming fall, and they have already opened negotiations with "Senator" Morgan to the end that he and his merry men may appear on that occasion.

WE suppose that all the members of the Massachusetts L. A. W. Division have all received copies of the Road Book. Ours has come to hand and is a most acceptable addition to our library, and a monument to the enterprise and care of Messrs. Hayes & Grimes.

A GOOD many of our readers will couple the name of Mrs. Allen with that of one of the leading lady cyclists of England. She was the peer of Mrs. Smith, and one of the most enthusiastic of wheelwomen. We regret to chronicle her death, which occurred on the 9th of March.

THE newspaper war between "Senator" Morgan and Dick Howell has broken out anew. We suppose that there has got to be just so much of this belligerency in cold type to be gone through with anyway. It is a good way to advertise, and the "Senator" and Dick know how to work it.

JEFFERSON COUNTY, ALA., has appropriated \$200,000. to be spent on new roads. We wish we could give a column every week of just such items as this. It bodes well for the wheelman's future, and it indicates intelligence and a state of civilization which we would like to see more generally manifested.

THE London *Star* says that Rowe is living, walking, and very fast riding "temperance lecture," as he has never touched beer, spirits, or tobacco in any form. This to an English mind is almost incomprehensible. All good Americans will wish this "temperance lecture" may prove a winning and taking one.

MR. C. S. HOWARD, assistant city editor of the Boston *Globe*, and a well known cycling scribe and L. A. W. representative, sails for the Azores in the bark "Sarah" tomorrow, Saturday. Mr. Howard goes away to enjoy a well-earned rest and vacation. He will be tendered a dinner at the Boston Club house before he leaves.

WHY is it that the British paper; never quote an American without working in the word "reckon?" We suppose it is for the same reason that "well posted" (?) American writers, in quoting Englishmen, raise hob with the letter H. It is a ridiculous habit, and shows their ignorance, or an attempt to be wearisomely funny.

THE criticisms made by the English papers on W. A. Rowe are very complimentary. Report pronounces him a magnificently developed specimen of humanity, and as to his manners and speech, they say these are in "direct contrast to those of some of the other English professionals." We suppose this is also intended as a compliment. (?)

THE Appeals Committee of the N. C. U. refuse to entertain Mr. Hale's request for re-instatement. There seems to be general regret expressed in the English papers that Mr. Hale should have laid himself open to suspension, though there is no doubt that the punishment is according to the rule. This takes from the amateur ranks one of the fastest English riders. In fact, this year it looks as though all the old amateur racing men were to disappear from the path, and a new crop would have to be raised to take their place.

THE Harvard Bicycle Club have decided to have a hare-and-hounds chase April 20th, for which Codman, '90, and Brown, '91, are the hares; and on April 27th a 15-mile handicap road race. A committee, consisting of R. H. Davis, J. A. Bailey and Kenneth Brown, were appointed to make all arrangements. The race will probably be run over the Harvard Bicycle Club course, beginning near Central square and ending near the railroad at Mt. Auburn. Last fall almost all the contestants were stopped some of the numerous railroads which the course crosses, but there does not seem to be any better course near enough to Cambridge. There was also some talk about holding a track race meeting in May. This will probably be acted on at the next meeting. Four men have already decided to train on the track as soon as it opens, and two or three more may do so when the time comes.

At the meeting of the Massachusetts L. A. W. Division, last Saturday, at Young's Hotel, Boston, the division voted the sum of \$300 towards paying the debts of the parent body. The division also decided to hold its annual meeting at Cottage City, in August next. The matter of changing by-laws to conform to proposed rules of the League was laid on the table. The Committee on the Improvement of Highways reported that the only feasible plan was that a change in the law be made, to provide for the appointment of a State official to lay roads between county seats, to be maintained by the State; report accepted. The Committee on Sign Boards reported favorable and courteous answers from towns, to the circular it had issued calling the attention to the State laws in this matter. A communication from Secretary-Editor Bassett on the price to be charged members was placed on file. It was decided that a spring meeting be held, with Seward, Kendall and Emery to arrange the details. Fifty dollars per annum was voted to the Secretary-Treasurer for his personal expenses in connection with his office.

TRUCKWELL, writing from Los Angeles, Cal., says: "The entertainment given by the Los Angeles wheelmen, March 9th, consisting of tableaux, drill riding, slow races, trick riding, sack riding, obstacle races, was quite a big success. By the way, in this part of the Pacific Slope, we are unable to see why there should be so much kicking against the League suits, unless it is that the kickers are so unshapely that not even a plaster paris mould would fit them, or, I mean to say, *suit* them. Chief Consul R. M. Welch has appointed J. Phil Percival local consul for this place. We hold our annual races this year on May 30th, at Agricultural Park. The programme will consist of: One-mile heat race, bicycle, best three in five heats (club); one-mile novice race, bicycle (open); one-half mile heat race, best two in three (for club cup and championship); one-hundred yards slow race (club); one-fourth mile Tandem tricycle race (club); one-hundred yards dash foot race (open); one-half mile dash, bicycle, for boys under eighteen years; one-mile dash, bicycle (open); one-mile handicap (club), medal, by G. A. Von Brandis, handicapper; fancy riding by the Midget (Ledru B. Kinney), three-mile State championship (L. A. W.); one-mile consolation.

#### THE "SENATOR" ATTENDS THE N. C. U. "POW-WOW."

I WAS present on Thursday night at the meeting of the National Cyclists Union, it being "my first offence." A real live lord (Viscount Bury) was in the chair, and a real smart chairman he was, too, as some of the squeaky and hoarse-voiced "orators" found out. The Fenchurch-street large room was crowded, and one could smell the battle from afar on entering the room. George Lacy Hillier quietly whispered I could find a seat upstairs. So up I climbed, and looked down upon the assembly below, many faces being known to me. I was silently contemplating the "fine and large" mustache of George Lacy, and comparing it to that of the chairman, when "My lord and gentlemen" rang out in stentorian tones from right under the gallery in which I had perched myself, so skedadling around the opposite side I saw the speaker, who was saying: "I implore you not to tinker with the subject; do one thing or the other." The speaker was the fearless editor of 152 Fleet street, W. McCandlish of *Wheeling*, to wit.

The meeting was a special one, and the subject, "Shall the N. C. U. condemn road racing?"—(this, mind you, after they recently passed a resolution to the contrary a few weeks since). The clubs and press had, however, kicked against the mandate so much that the "tinkers," as McCandlish aptly puts it, resolved to call another meeting to debate a question they had already decided. Geo. Lacy Hillier, contrary, I'm sure, to his feelings, denounced road racing as an injury, which it undoubtedly is, to cycling in general, and in a speech, which was more or less full of Disraelian phrases, and more or less eloquent, assured the meeting that young men who race on the road not only outrage public feeling, but injure themselves in racing, very often in an entirely unprepared state, while the

path is a model for the purpose. "If you put your foot down on it now," quoth George, "the day will come when we will do it, and in this room, too." It is evident that Mr. Hillier has not lived in the land of cyclones and earthquakes, where a room is liable to shift at any moment, or he would not have made such a rash prophetic assertion. Papa Nairn was eloquent, and Henry Sturmeijer jumped up and down like one of those little fellows on a stick—which I don't for a moment liken Henry to, except from a "jumpers" standpoint. The meeting eventually passed a "resolution," by an overwhelming majority, that the N. C. U. discourage road racing, and calls on clubs to help them to suppress. Yet, gentlemen, and my lord chairman, you might as well try to dam Niagara and put a belly-band around the moon, as to try and stop road racing. It is like measles, which is bound to come out, and men will scorch, if they can scorch, and the resolution (which I truly believe is right) will not stop road racing, and will weaken the already lax hold of the N. C. U. on its constituents. A road race is illegal, we all know, and, what is more, is injudicious to the cause, and I hope this one act of the vacillating English body will bear fruit, even if it be a poor crop. Road racing, especially advertised open events, is nothing more or less than cheap advertising for some paper or manufacturer. But how about a public which is not over-favorable to the sport? They look upon it as an encroachment of their rights, and, after all, if men must race, why not use our tracks, which want patronage badly?

#### THE LE FEURS AT ST. THOMAS.

(Special.)

HERE we are at last, and here we intend to remain for a short time, as we have changed our plans somewhat. Instead of going direct to Para, via the "Murray Castle," which brought us (in very slow time) from Liverpool, we decided to stay at this beautiful little spot for perhaps two weeks, during which time a thorough "looking over" of the island will be our business.

And before going into details of our trip, etc., let us jointly express our grateful thanks to "Gentleman John," your correspondent in England, for his courtesy in travelling from his Scottish headquarters to Liverpool, expressly to meet us. We spent a very enjoyable evening together and it was with regret that we parted. If we had "Gentleman John" along with us, he would be able to give your readers a much more interesting account of our trip than we can hope to.

We sailed, or rather steamed, from Liverpool on February 25, and when we had reached the open sea, it was hard work to keep comfortable while on deck. We were bundled up in all sorts of wraps, but even then we felt the effects of the cold as much as we would had we been in our Canadian home. We had a very heavy blow during the first two days out. The ship proved to be sea-worthy and staunch however, although as far as making anything like respectable time was concerned she was wanting. Very different was the monster Cunarder on which we reached Liverpool after a passage of little more than seven days from New York. We had quite a pleasant party on board, some bound for St. Thomas, or adjacent islands, others for Para or Rio Janeiro, two for Colon (Aspinwall), and one, a French naturalist, said his destination "was the world, or any part of it which would furnish the best 'specimens.'" I suggested that he go to Boston where he would find the office of the WORLD, and information, perhaps, as to

#### WHERE TO LOOK FOR "SPECIMENS,"

but he didn't seem to catch on. We had among the passengers also, a maiden lady of *very* uncertain age, who had evidently made up her mind to make no more ocean voyages alone if she could help it, and who set to work to captivate the naturalist. Had she heard his remark about "not wanting to go back to the days of Noah for his 'specimens,'" she would have given up in disgust. As it was, she would follow him about from morning to night, and compel the poor sufferer to talk "specimens," while she was looking love, in four languages.

It can readily be understood that we were not long troubled with the cold weather. Liverpool being situated on latitude 53 degrees 24 seconds, and longitude 3 degrees West, and our objective point being situated on latitude 21 degrees 40 seconds North, and longitude 65 degrees West, our course soon took us out of the cold belt, and in a comparatively short time after leaving behind us the shores of the "empire on which the sun never sets," we began to feel the effects of the Gulf stream and trade winds, and the manner in which we discarded, one after the other, our thick articles of clothing, and replaced them with lighter ones, was a caution. Our course was almost W. S. S. W., and although we sailed over the usual route taken by the Southern traders, we saw no sight of sail or steamer on the trip. At dinner one day we were informed by the captain

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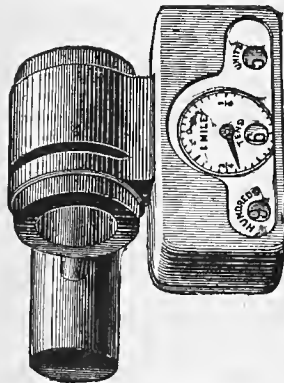
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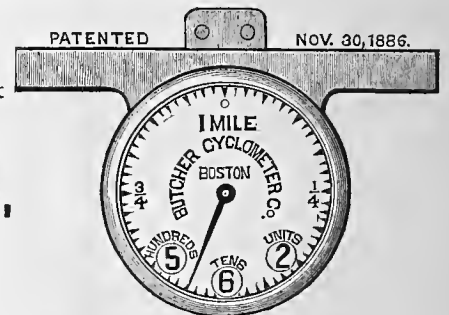
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that he expected to reach the island the same night, but "man proposes and God disposes," as about 3 P. M. we were overhauled by a young hurricane, which carried us about a hundred miles or so off our course. No other damage was done beyond the delay, and the following day we passed by "Sugar Loaf" and "Black Rock," and could say that this stage of our journey was as good as ended. We soon rounded the point of the island, and came

#### IN SIGHT OF THE LIGHTHOUSE,

off which the vessel hove-to, waiting for a pilot to come on board. It seemed rather useless to take on a pilot at all, the most of us thought, but "law is law" so the "guides" must be patronized. It is rather amusing to watch a West Indian pilot board a vessel, touch his cap to the captain, ask "want to go to the coal wharf, Cap'n?" and, scarcely waiting for an answer, walk up on the bridge and assume command. And they *are* in command from the time they receive their instructions until the anchor takes hold of the bottom. The one who guided us into the land-locked harbor was as black as ebony, but with a face on which there seemed to be a perpetual grin. He evidently knew his business, and was no way backward in saying to the captain: "If dat lubber don' know how to han'le de wheel, put on 'nother man what does, right 'way. Dis is no time ter be foolin'." And the captain *did* put another man at the wheel in quick time.

When about to enter the harbor, the vessel was hailed by an intelligent looking mulatto, dressed in a spotless white linen suit and with a white naval cap on his head. The genteel looking chap was standing in the stern of a trim-looking eight-oared barge, on which were displayed the Danish ensign, and the flag of the captain of the port. The oarsmen looked as neat as pins in their white shirts and trousers, the shirts having blue collars and cuffs. They wore blue "Jack tar" hats. To his first hail the captain returned rather a surly reply, but became more civil when the official *ordered* him to heave-to till he came aboard. The companion ladder was out and as he nimbly stepped on the deck he smiled pleasantly as he told the captain "business is business, and we allow no vessels to enter here until satisfied that there is no danger of their carrying in any sickness." When satisfied that we came from no infected port, he took his departure and we went on our way rejoicing. All hands admired the way in which the oarsmen handled their ash sticks; their stroke was equal to that of the crack crew of the man-o'-war. We soon came to anchor opposite the city, if such it can be called, and were immediately besieged by a flotilla of "bum boats," the ebony-colored occupants of which were selling everything imaginable in the way of

#### TOOTHsome TROPICAL FRUITS,

as well as cigarros, cheroots and—yes—even whiskey, or rather, Jamaica rum. The latter neither Jean nor myself have any use for, in any shape, but we began at once the task of sampling the various fruits, etc. And who would not eat oranges at six cents a dozen; bananas at five cents ditto? Pineapples, such as would cost in New York fifteen to twenty-five cents, could be purchased here at five cents each.

To find out what fruit really is like, Mr. Editor, you should sample the specimens found in the American markets (I lived in New York nearly two years and know whereof I speak) and then take a trip to one of these West Indian Islands and sink your molars into the oranges, plantains, bananas, pineapples, etc., they have here, and—yum! yum!—you will think you never saw or tasted fruit before. The *cigarro*, or tobacco cigarette, which ever you choose to call it, takes precedence over the *cherroot* (or cigar) in this part of the world. It is about seven inches in length, and a little thicker than an ordinary lead pencil. Put up in bunches of twenty-five each, they sell for twenty-five cents per hundred. The tobacco used is of excellent quality and they really make good smoking. Of the cheroots I cannot speak so highly, as those we have tried we have found altogether too rank for our taste. Cheroots can be had at from seventy cents to eighteen dollars per hundred.

Before leaving the "Murray Castle," and while chatting with our naturalist friend, we were startled by a shrill scream, which we at once recognized as coming from the lungs of the love-smitten maiden lady before mentioned. Making a dash for where she was standing near the rail, we tried to ascertain the cause of the scream. She was too frustrated, however, to do more than moan and wring her hands, praying for us to save her. She finally became quiet enough to say that

#### "WE WERE ALL GOING TO BE DEVoured."

she knew we were; she had seen a great monster alongside of the ship, with a mouth—oh! such a mouth. "If 'twas as big as yours," said Jean, in an aside, "it would first shake down the buildings with its roar, and then swallow the island."

After looking over the side for a time, to keep her quiet, we saw—what do you suppose?—why, a shark, only an innocent (?), harm-

less (?), little (!) shark, *not more* than seven feet long. The guileless creature came to the surface, rolled over on its side, and, when it opened its jaws and we had a good sight of its ferocious looking teeth, as it grasped a piece of pork which one of the boys threw overboard—well, we laughed at the lady's frightened countenance, but I tell you on the strict quiet, that I felt cold chills creeping up and down my spinal column for hours afterward. As for Jean, I've seen the boy hang fast to the horns of a wounded buck, which had made a charge at him, while he told me to "keep cool and send a bullet where it will talk;" and he never trembled, but the look at those ugly, devilish-looking teeth took the grit all out of him, and he turned away as white as a sheet.

The harbor here is completely lined, they tell us, with these "monsters of the deep," and it is surprising that so few lives are lost. Any time between sunrise and sunset you will see from one to a dozen small boats near some vessel which is anchored. The boats are occupied for the most part by urchins from eight to fourteen years of age; the only article of clothing they wear is a breech cloth. The majority of them carry knives with blade 8 to 10 inches long. Toss a coin overboard, and over the side of the boat, head first, hands joined together and extended above the head, will go one of these urchins. To a person unacquainted with the sports of this part of the world, the act appears suicidal, but watch; and just as you have made up your mind that the diver has fallen in the power of those *pitiless looking teeth* you will see a wooley pate come out of the water, and the owner of the pate climbs quickly into his boat. Standing up, he takes the coin from his mouth, tossed it to his companion, stretches his mouth from ear to ear in a grin, and is ready to risk his life in another dive for coin.

Very little of the produce one sees for sale here is raised on St. Thomas. The soil is comparatively barren, taken as a whole, and the inhabitants have to depend to a certain extent on neighboring islands for the necessities are mostly brought from England and France, the imports from the United States being light as compared with the other two countries. The island does not receive anywhere near the attention it deserves at the hands of historians or geographers, who unusually refer to it as "quite a coaling station; having a mixed population which varies at different seasons." When I say that within forty-eight hours from the time the "Murray Castle" dropped anchor, five others steamers entered the harbor for coal, it will be seen that it is "quite a coaling station." The island is a dependency of Denmark, and in the old-fashioned delapidated looking fort are stationed three officers and about twenty men, whose duty it is to see that the laws and rules of that country are enforced. The force is changed every two or three years, though some of the men have twelve years, preferring the tropics to their Northern homes.

St. Thomas, W. I., March 12, 1888.

#### BRONCHO vs. BICYCLE.

(A STORY TOLD BY A NEW MEXICO COWBOY.)

By Capt. Jack Crawford, the "Poet-Scout."

The first we saw o' the high-toned tramp  
War' over thar at our Pecos camp:  
He war' comin' down the Santa Fe trail  
Astride of a wheel, with a crooked tail,  
A skinnin' along, with a merry song,  
An' ringin' a little warnin' gong.  
He looked so outlandish, strange an' queer  
That all of us grinned from ear to ear,  
An' every boy on the round-up swore  
He had never seed sich a hoss afore.

Wal', up he rode, with a sunshine smile,  
A smokin' a cigarette, an' I'll  
Be kicked in the neck if I ever seen  
Sich a saddle as that on his queer machine  
Why, it made us laugh, fur it wasn't half  
Big enough fur the back of a suckin' calf.  
He tuk our fun in a keerless way.  
A venturin' only once to say  
Thar' wasn't a broncho about the place  
Could down that wheel in a ten-mile race.

I'd a lightnin' broncho out in the herd  
That could split the air like a flyin' bird,  
An' I hinted 'round in an off-hand way  
That, pervidin' the enterprise 'd pay,  
I thought as I might jest happen to light  
On a hoss that 'd leve 'im out o' sight.  
In less 'n a second we seed him yank  
A roll o' greenbacks out o' his flank,  
An' he said, if we wanted a bet, to name  
The limit, an' he would tackle the game.

Just a week afore we had all been down  
On a jamboree to the nearest town,  
An' the whisky joints, an' the faro games,  
An' shakin' our hoofs wi' the dance-house dames,  
Made a wholesale bust; an', pard, I'll be cussed  
If a man in the outfit had any dust;  
An' so I explained, but the youth replied  
That he'd lay the money-matter aside.  
An' to show that his back didn't grow no moss,  
He'd bet his machine agin my hoss.

I tuk him up, an' the bet war' closed,  
An' me a chucklin', fur I supposed  
I war' playin' in dead sure winnin' luck,  
In the softest snap I had ever struck,  
An' the boys chipped in, with a knowin' grin,  
Fur they thought the fool had no chance to win.  
An' so we agreed fur to run that day  
To the Navajo Crossin', ten miles away.  
As han'some a track as you ever seed  
Fur testin' a hoss's purtiest speed.

Apache Johnson an' Texas Ned  
Saddled up their horses an' rode ahead  
To station themselves ten miles away,  
To act as judges, an' see fair play.  
While Mexican Bart an' Big Jim Hart  
Stayed back fur to give us an even start.  
I got aboard o' my broncho bird,  
An' we came to the scratch an' got the word,  
An' I laughed till my mouth spread from ear to ear  
To see that tenderfoot drop to the rear.

The first three miles slipped away first-rate,  
Then broncho began fur to lose his gait,  
But I wa'n't oneasy, an' didn't mind,  
With tenderfoot more'n a mile behind.  
So I jogged along, with a cowboy song,  
Till all of a sudden I heard that gong  
A ringin' a warnin' in my ear.  
Ting! Ting! Ting! Ting! too infernal near,  
An' lookin' back'ards I seed the chump  
Of a tenderfoot gainin' every jump.

I hit ol' broncho a cut wi' the quirt,  
An' once more got 'im to scratchin' dirt;  
But his wind seemed weak, an' I tell you, boss,  
I seed that he wasn't no ten-mile hoss.  
Still the plucky brute tuk another shoot,  
An' pulled away from the wheel galoot;  
But the animal couldn't hold his gait,  
An' somehow the idee entered my pate,  
That if tenderfoot's legs didn't lose their grip,  
He'd own that hoss at the end o' the trip.

Closer and closer come tenderfoot,  
An' harder the whip to the hoss I put;  
But the Eastern cuss, with a smile on his face,  
Ran up to my side with his easy pace;  
Rode up to my side, an' durn his hide,  
Remarked 'twar' a pleasant day fur a ride.  
Then axed, onconsarned, if I had a match.  
An' on his breeches give it a scratch,  
Lit a cigarette, said he wished me good day,  
An' as fresh as a daisy scooted away.

Ahead he went, that infernal gong  
A ringin' "good-bye," as he flew along;  
An' the smoke from his cigarette come back,  
Like a vapory snicker along the track.  
On an' on he sped, gittin' further ahead,  
His feet keepin' up that onceasable tread,  
Till he faded away in the distance, an' when  
I seed the condemned Eastern rooster again,  
He war' thar' with the boys at the end o' the race,  
That same keerless, onconsarned smile on his face.

Now, pard, w'en a cowboy gits beat he don't sw'ar,  
Nor kick, if the beatin' are done on the squar';  
So I tuk that Easterner right by the hand,  
An' tol' him, that broncho awaited his brand.  
Then I axed 'im his name, an' whar from he came.  
An' how long he'd practiced the wheel-rollin' game.  
Tom Stevens he said war' his name, an' he come  
From a town they call Bosting, in ol' Yankeedom;  
Then he jest paralyzed us by sayin' he'd whirled  
That very identical wheel 'round the world.

Wal', pard, thar's the story o' how that smart chap  
Done me up, w'en I thought I had sich a soft snap;  
Done me up on a race with remarkable ease,  
An' lowered my pride a good many degrees.  
Did I give 'im the hoss? W'y, of course I did, boss,  
An' I'll tell you it wan't no diminutive loss.  
He writ me a letter from back in the East,  
An' said he'd presented the neat little heast  
To a feller named Pope, who stan's at the head  
O' the ranch whar' the cussed wheel horses ar' bred.

Boston, March, 1888.

#### A CHALLENGE FROM KLUGE TO CRIST.

W. E. Crist, Esq., Washington, D. C.:

Dear Sir—I hereby challenge you to a series of three races, the winner of two to take the prize, which shall be a trophy subscribed for by each of us. Any distance from one to twenty miles—one, five and ten being suggested. Track and date to be settled between us, as soon as you will favor me with a meeting, or by mail if challenge is accepted. Trusting that you will not refuse a race at earliest date possible.

I am yours fraternally,

CHAS. E. KLUGE.

#### BRAKES ON SAFETIES.

*Editor Bicycling World:* In reply to No. 3001, would refer him to an article in *C. T. C. Gazette* for February, '88,—same being a classified statement of a score or more of experienced riders on the various qualities, good and bad, of the various styles of "rear-driving safeties." With nearly all of these riders, spoon brakes on front wheel are considered insufficient and unsatisfactory. The editor summing up, recommends application of brake as follows: "First by a strap on the drum affixed to the *driving axle*; second by ditto affixed to *hub of driving wheel*; third by a spoon in front of hind wheel tyre pointing downward and located within three inches of ground."

L. A. W. 5110.

#### BRAKES ON SAFETIES.

*Editor Bicycling World:*—In answer to "L. A. W. 3001," permit me to say that the brake is placed on the front wheel of rear-driving safeties because it is simpler and easier. All other reasons prove the rear wheel to be the proper place to apply the brake. If placed as low as the crank axle, it will not throw mud or dust, whereas the front wheel brake will drop mud on one's feet when coasting, or throw off a cloud of dust in dry weather. Applying a front brake at speed will cause the rider to take a header, if the application stop the wheel, and the speed be sufficient to revolve rider and wheel around the forward point of contact with the ground. In stopping, the momentum causes most of the weight to be carried by the front wheel, and therefore the front brake is often effective enough to be dangerous. With a rear brake there can be no such results, for if the stop be too sudden the rear wheel lifts and all strain is relieved. The sudden stopping caused by the front brake throws a tremendous strain on the front forks and the connecting frame, which is almost entirely avoided in the rear brake.

Further, let me say, if you want to be happy, avoid band brakes. They must of necessity be heavier than spoon brakes, because they have to exert a power many times greater. They are usually more complicated and harder to keep clean, and, last and largest, there is no peace of mind when you have one, for unless blissfully ignorant, you are ever wondering if that brake is not rubbing somewhere. Unless very carefully fitted, it will rub somewhere, and under the best of fitting, a bit of mud or gravel may get under it, and make the remainder of the road all up hill. Or the repairer may accidentally destroy its proper curve; or it may not be tempered alike throughout its length, and therefore lose its curve. Under any circumstances it will find some way to make its owner wish it out of existence. If any one doubts this let them examine band brakes on machines that are in use. Respectfully,

CHAS. E. DURYEA,  
Washington, D. C.

#### THE KAUFFMAN TRICK CHAMPIONSHIP.

*Editor Bicycling World:*—In the weekly letter which, with your good permission, W. J. Morgan devotes to the advertisement of the American team, I have noticed with regret a most unjustifiable attack upon the honor of the English press. My regret only refers to the fact of the BICYCLING WORLD printing the words, as we have a sincere and strong feeling of friendship for the WORLD and its editors. Morgan's opinions are of value to those who choose to appraise them.

It is insinuated in the paragraph to which I take exception that such men as C. W. Nairn, F. Percy Low and your servant for *Wheeling*, Harry I. Swindley for the *Cyclist*, T. H. S. Walker for *Der Radfahrer*, and R. I. Mecredy for the *Irish Cyclist*, were "got at" by means of a champagne supper to cheat the trick riders of the world, and to give the championship to Nick Kauffman without his winning it. Now sirs! and you, London W.! more particularly, you know us. Is it likely? No! I will not insult American gentlemen and journalists by assuming for an instant that you believe that the men who have stood by American good faith for many years, would do this mean and dirty thing. I will not go into detail. The story is strictly false. Morgan and his team have pretty nearly worn us out over here, and I presume Morgan knows it, or he would not have ventured to break off with the whole cycling press, bar *Bicycling News*, in this manner. In a spirit of international good feeling and sport, we constituted ourselves the ladder by which your "Senator" climbed to success in England. This is the kick for the downfall of said ladder, which is now of no further use.

Nick Kauffman has been declared champion by the united press, as the only man who would ride all comers on all classes of machines, and his challenge not being accepted by any of the so-called champions, no other decision could be come to.

Yours truly, W. M. McCANDLISH.

London, March 12, 1888. Co-editor *Wheeling*.

### LEAGUE MEET COMMITTEES AND HOTEL ARRANGEMENTS.

For the benefit of those contemplating attending the L. A. W. meet to be held at Baltimore on June 18th, 19th and 20th, I would say that all arrangements are being pushed ahead as rapidly as possible by the various committees, and every indication points toward a most successful and attractive meeting. Already inquiries are being made by League members from all over the country, as to hotel accommodations, transportation, etc., and for the information of all interested, I give below the names and addresses of the chairmen of the different committees in charge, with a brief outline of the duties of each committee, and all communications addressed to any of these chairmen, seeking information concerning the meet, will receive prompt attention.

#### GENERAL COMMITTEE.

Chairman, A. E. Mealy, 1521 Butaw place; Secretary, R. M. Lockwood, 1731 McCulloh street. This committee is made up of the chairmen of the different sub-committees, and have full control of the entire arrangements for the meet.

#### FINANCE COMMITTEE.

Chairmen, W. H. Beatly, No. 92 Dugan's wharf; Secretary, C. H. Eisenbrandt, 424 E. Baltimore street; Treasurer, Jno. S. Bridges, corner Baltimore and Light streets.

#### RECEPTION.

Chairman, Geo. S. Hagerty, care of Keen & Hagerty, Baltimore. All communication on securing advance hotel accommodations and storage of wheels must be addressed to this committee. All persons writing to have rooms at the hotels secured in advance, will please name their choice of hotels, and what price accommodations they desire. The committee will in such case use their best efforts to carry out the instructions to the letter, but in case the hotel named should be already full, they will use their judgment in securing the next best, in which case they will expect the support of the party whom they are trying to serve.

#### TRANSPORTATION (Local).

Chairman, Jos. Chism, 10 E. Lombard street. All information as to how to reach Baltimore during the meet will be furnished by this committee, or by the

#### NATIONAL TRANSPORTATION COMMITTEE.

Chairman and Western representative, B. B. Ayres, 152 S. Hoyne avenue, Chicago, Ill.; Eastern representative, Geo. R. Bidwell, 323 West 58th street, New York.

#### ENTERTAINMENT.

Chairman, Albert Mott, 1513 Barclay street, Baltimore.

#### PARADE.

Chairman, E. P. Hayden, care of Drovers & Mechanics, National Bank, Baltimore.

#### RACES.

Chairman, Sam'l T. Clark, 2 and 4 Hanover street, Baltimore. Will furnish any information in the way of racing events.

#### TOURS AND RUNS.

Chairman, F. W. Pope, 7 South street, Baltimore.

#### PROGRAMME (Official).

Chairman, Milton S. Wood, care of A. Hoen & Co., Baltimore.

#### PRESS.

Chairman, C. R. Eisenbrandt, 424 E. Baltimore street. For any information not embraced in the above committees, address the Chairman of the General Committee.

#### HOTEL ARRANGEMENTS.

The Carrollton Hotel (American) can accommodate 400 guests; terms, \$2.50 to \$4.00 per day; to L. A. W. members during the meet, \$2.00 to \$3.00 per day, according to location of rooms.

The "Hotel Rennett" (European) can accommodate 100 guests; terms, single rooms, \$1.50 to \$3.00; double rooms, \$2.50 to \$4.00 per day; a reduction of 50 cents per day will be allowed L. A. W. members. Suites of apartments, containing parlor, bed, bath and toilet rooms, from \$6.00 to \$10.00 per day; a reduction of \$1.00 per day to L. A. W. members.

The Entaw House (American), accommodations for 250 guests. Terms, \$2.50 to \$3.50 per day; to L. A. W. members during the meet, \$2.00 to \$3.00 per day, according to location of rooms.

Guy's Hotel (European), accommodation for 200 guests. Terms, single rooms, \$1.50 per day; double rooms, \$2.50 per day; with a probable reduction to L. A. W. members.

Other hotel arrangements will be complete in a few days. A. E. MEALEY.

WE wonder what kind of racing tracks they must have in Australia, if they have any at all, and do they utilize any convenient ploughed field for the purpose of racing. This query has been brought about by reading the following, which we take from *Sporting Life*: "The 25-mile bicycle race, for 50l. between J. Libeau, of New Zealand, and S. Clark, champion cyclist of Scotland, was contested on the Carrington Ground on February 4. Clark led off, but after a couple of laps had been recorded, Libeau overtook him, and then both men seemed to settle down to their work. During the first lap of the fifteenth mile Clark fell twice, and Libeau added nearly two laps to his credit. These he maintained until he was in the last mile, when in rounding the curve at the western end of the course his bicycle struck a stone and he came to grief, but remounting, won by about half a lap in 1 hour 49 min."



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### "THE SWIFT."

(Coventry Machinists' Co., 239 Columbus Ave., Boston, Mass.)



THE 1888 pattern Swift has many improvements and advantages over the 1887 pattern. The top rail of the frame has been neatly curved in the neighborhood of the saddle, which allows the seat to be placed farther back so that the rider obtains more power over his pedals and consequently rides easier. The seat pillar is secured to the frame by means of a split socket, which does away with the pin at the side, which some riders found a little too prominent. An improved method of securing the mud guards to the frame, both back and front, is now used, which successfully overcomes the disagreeable rattle peculiar to mud guards generally. The adjustment to take up the slack of his chain is so simply constructed that it can be done without soiling the hands, and each machine is fitted with an adjustable but firm chain-guard.

The adjustable and detachable cranks are now made seven inches long instead of six inches, giving a longer throw if required. The centre-steering is now used instead of the socket, which was more difficult to adjust and too sensitive. The Swift is fitted with a neatly curved, hollow handle bar, with barrel-shaped handles, affording a firmer and more natural grip. The adjustment is now altered, being fitted into a split socket, which makes it much simpler,

and the machine much lighter than last year. The improved spoon brake on the front wheel has been substituted for the lever brake on the back. This spoon is now made with the joint under the top of the fork. It is three and one-half inches long, the whole surface of which is made to grip the wheel, bringing the machine to a standstill instantly.

The machine is fitted with a specially devised spring lamp bracket, which, together with the usual spring on a lamp, successfully overcomes this difficulty. The new Swift has hollow forks both back and front, which makes the machine much stronger and lighter.

All parts of this machine are put to a severe test and examined before they are "assembled." After the machine is "assembled" it is stripped for the painter, and when finished it has to undergo another examination before it is shipped. This insures a strong and reliable machine, which is proved by the universal praise that we hear from the riders of Coventry Machinists' Co. machines.

THE New Mail is having a very large call, and William Read & Sons report all they can do to fill orders.

GEO. HENDEE was in Chicago Thursday, visiting Mr. Stokes, the Springfield Roadster agent. He speaks very encouragingly of the prospects of this machine, but it has made little headway here, never having been thoroughly tested by our riders.



ABBOT BASSETT, Secretary-Editor.

FAST DAY is with us this week, and the riding season is once more open to us. This New England holiday is always looked upon as the gateway through which we approach the season, and that day always sees the riders out if the weather is auspicious. We are talking about New England and we do not forget that there are some favored communities where Nature always presents an inviting front to wheelmen, and where the season has neither end nor beginning.

MASSACHUSETTS comes proudly forward with a donation of \$300 to the League. She is distributing a road book that is costing her a very large sum of money but she is loyal to the League, and extends a helping hand in time of need. Generosity that calls for a sacrifice is doubly blessed.

NEW JERSEY wheelmen are talking of sending a lady representative to the Board of Officers. Since the ladies have no particular point to urge, nor advantage to gain by such a representation we do not see the necessity for it. As a matter of sentiment it may strike some as a desirable move, but it will force undue publicity upon the lady, which is oftentimes embarrassing, and no good purpose will be served withal.

WE have done much in our day to persuade ladies to ride the wheel. We shall do all in our power henceforth to bring to their notice the benefits and pleasures of cycling, but we do not feel that, because a lady rides, she should take an active interest

in club affairs, and engage in the legislative work of the League.

A CORRESPONDENT in Clarksville, Tenn., writes to protest against that provision in the reorganization scheme, which obliges a State to have one hundred members before it can organize a division. He is not altogether satisfied with the new idea of grouping the smaller States into Territorial divisions, and maintains that a State with fifty members can do more and better work by itself than as a part of a Territorial division. Our correspondent urges that the Chief Consul of a Territorial division would have a very large territory to rule over and could work to no advantage. Meetings would be attended only by members in his own State, and all legislation would have a local coloring. Speaking for Tennessee, he claims that she has many plans for the coming season, and hopes to be able to make a good showing in League work, but if she must have a hundred members to become a division she will be buried in a Territorial division and lose all incentive to active endeavor.

WE have had several letters of similar tenor to the above. There is undoubtedly a feeling among the smaller divisions that the League is taking too long a stride in the change of the number requisite to the formation of a division from twenty-five to one hundred. One writer urges that "the change is a good thing for the big divisions, it is death to the smaller ones. They, the big fellows, can stand alone well enough now, but they are going to have more power, while we little fellows that struggle hard to get fifty or sixty members have got to take upon our shoulders the little fellows of five or ten and carry them along. New York has a big income; she is going to keep it and have more. Our State has a little income; she has got to divide it

WE have before alluded to Mr. Underwood's Road Book of Boston, and we again call the attention of the cycling public of the country, and especially that of Boston, to the fact that this Road Book is now on the market, as will be seen by referring to our advertising pages. It is one of the most complete and comprehensive that has ever been issued, and we bespeak for Mr. Underwood's venture a large sale. It can be had by writing to Mr. Underwood, himself, or sending to this office.

It is worth a trip to William Read & Sons, 107 Washington street, to see their splendid display of New Mails this week in their large window. In the background is a handsome display of parts, all steel forging. This firm are expecting a large invoice of lvels this week. They should be seen by those who anticipate buying safeties.

THE Springfield Bicycle Co. have gotten out a very attractive colored hanger. Mr. Worden of this Company has just returned from a very successful four weeks' trip through New England. He reports business booming.

A VERY neat little arrangement, called a toe-clip, has been introduced in England. It is a simple piece of steel, curved to fit the end of the toe, and it can be attached and taken off any pedal. Those who have taken "the tip" say that it is immense. The patent is controlled by the New Rapid "people."

with the little fellows." All these arguments have weight. Let them be brought up at Baltimore and be duly considered.

NICKEL PLATING for cycles does not altogether meet the demand for a covering at once grateful to the eye and protective to the metal. Wheelmen will be interested in the development of a platinum-plating process, which promises to cover all the failings too often vexatiously proved in nickel-plating. Platinum is the most imperishable of all ordinary metals, and utilized as plating it defies rust, never tarnishes, and never becomes discolored. An English company has lately been formed for the purpose of working the process, and thus far the most flattering results have been obtained.

CYCLE manufacturers are becoming very much interested in the new process of welding by electricity, which has been invented by Prof. Elihu Thomson, and representatives of the Pope Mfg. Co., the H. B. Smith Mfg. Co., and other manufacturers have been down to Lynn to see the practical working of the invention. The invention is one of the most important that has been made in the mechanic arts for many years. By this process metals may be welded almost instantaneously and a juncture is formed as strong or stronger than any point in the units. Moreover, any two metals, no matter how dissimilar, may be as firmly united as two pieces of common wrought iron. The machine used for the purpose consists of a huge induction coil, through which are passed alternating currents of high potential force, and they are transformed into alternating currents of low potential force. In the low potential circuit is obtained a current of one volt, or a fraction over, equal to 10,000 to 30,000 amperes. To each end of the transformer is attached a horizontal conductor of solid copper several inches in diameter, and about a foot in length. At the end of each conductor simple clamps, working with thumbscrews, are attached. Into

each of these clamps one of the pieces of metal is screwed, with the ends of the latter almost, but not quite, in contact. The current is turned on and easily regulated by a rheostat handle, working with a crank and screw. The operation of fusing the two pieces of metal, or different metals, together is the work of but a few seconds. A very strong current is required, but only for a limited time, and a very great amount of power is not necessarily needed to produce the desired result. The actual volume of the current, while it lasts, however, must be considerable. The temperature reached is an important feature, but cannot be determined by any definite rules. Experience, governed by a careful study of the incandescence of the metals, is the principal factor to success. By the color of the welding point, just as an ordinary blacksmith judges of the proper temperature of his two pieces of metal, must the important moment when the pieces to be welded reach just the right heat be determined. The temperature rises so quickly that it is concentrated directly upon the weld, and is not diffused over the bulk of the metal. It is applied first to the centre of the bar, working thence outward, and the process is, therefore, directly the reverse of the ordinary method. Cast-iron, which could never before be welded, and also copper and lead pipe are united strongly by this process. The company welds its electric wires, and no joint is visible. Visitors to the factory are shown many curious and interesting products. A highly polished rod is shown made up of all alternate sections of brass, copper, german silver and iron. Several cast-steel chisels, gouges, etc., which had been broken, were so skilfully welded that no one could tell, after the "dressing up" process, they were not new tools. It is safe to say that no class of workers in metal will be more interested in this invention than are the cycle makers. They require welding of the very best attainable kind, not only as regards strength, but in the matter of looks. It would seem that they have much to look forward to in the development of Professor Thomson's ideas.

#### MASSACHUSETTS CONSULS.

All Consuls of this Division are reappointed until Sept. 1, 1888.  
H. W. HAYES, Chief Consul.

#### RESIGNATION.

H. W. Hayes, Chief Consul Mass. Div. L. A. W.:  
Dear Sir—Having taken up a residence in this city, I herewith tender my resignation as a representative to the League of American Wheelmen for Massachusetts. In so doing permit me to express my appreciation of the confidence shown in me by my constituents during the past few years. I shall be glad to see my friends in my new quarters in the office of "The Press," 28 North William street, New York city.  
Very fraternally yours,  
W. I. HARRIS.  
New York, March 30, 1888.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 133—Total 79—\$852.

BOSTON, April 6, 1888.

#### CALIFORNIA DIVISION—1—311.

Unattached.

18036 Tromboni, Marco, 608 Brannan st., San Francisco.

#### CONNECTICUT DIVISION—1—386.

Unattached.

18037 Manville, Edwin A., Ansonia.

#### ILLINOIS DIVISION—3—487.

Capital Cycling Club.

18038 Mallette, W. B., 1130 South 7th st., Springfield.  
18039 Smith, H. L., 1027 South 7th st., Springfield.

Unattached.

18040 Smith, Henry J., care Watch Co., Peoria.

#### INDIANA DIVISION—1—161.

Unattached.

18041 Jaeger, Fred. W., Box 255, Muncie.

#### IOWA DIVISION—2—107.

Unattached.

18042 Dougherty, C. B., Washington.  
18043 Dougherty, R. E., "

#### MARYLAND DIVISION—1—274.

Unattached.

18044 Bowerman, J. C., Waverly.

#### MASSACHUSETTS DIVISION—15—1000.

New Bedford Cycle Club.

18045 Camiskey, John A., So. Dartmouth.  
18046 Taylor, Wm. H., 96 So. 6th st., New Bedford.

Springfield Bicycle Club.

18047 Syrett, Benj., care Smith & Wesson, Springfield.

Taunton Bi. Club.

18048 Anthony, E. C., 92 school st., Taunton.  
Worcester Bi. Club.

18049 Stebbins, W. K., Heywood B. & S. Co., Worcester.

Unattached.

18050 Baldwin, Thos. H., 220 Pendleton ave., Springfield.

18051 Buckler, A. E., 216 Tyler st., "  
18052 Crossman, Chas. P., 59 Stebbins st., "  
18053 Prouty, Geo. C., 16 Newton st., "  
18054 Smith, E. B., 15 Worthington st., "  
18055 Pawlowsky, Oscar E., 210 Pendleton ave., Springfield.

18035 Bird, Henry W., 432 Washington st., Boston.  
18057 Graves F. C., Box 5283, "  
18056 Bishop, Frank E., 400 Essex st., Lynn.  
18058 Morse, John F., Westboro.

#### MICHIGAN DIVISION—7—197.

Muskegon Valley Bi. Club.

18059 Hayward, M. D., White Cloud.  
18060 Jacobi, F. Jr., Newaygo.  
18061 Noble, Miner L., Sparta.  
18062 Riblet, Fred. W., Newaygo.  
18063 Trask, H. A., White Cloud.  
18064 Van Leven, Frank, Newaygo.

Star Bi. Club.

18065 Grylls, Miles W., Detroit.

#### MISSISSIPPI—9—10.

Greenville Wheelmen.

18066 Goldman, J. C., Greenville.  
18067 Goldman, F. A., "  
18068 Graham, H. C., "  
18069 Herrin, J. B., "

18070 Langor, L. N., "  
18071 Sanders, Henry, "  
18072 Shanks, Tom, "  
18073 Washington, R. H., "  
18074 Yerger, W. Jr., "

#### MISSOURI DIVISION—2—275.

Marion County Wheelmen.

18075 Woodruff, H. C., Hannibal.  
Unattached.

18076 Carter, E. C., "

#### NEBRASKA DIVISION—4—78.

Omaha Wheel Club.

18077 Adair, Wm. R., Omaha Nat. Bank, Omaha.  
18078 Livesey, J. L., "  
18079 Paterson, Geo., Neb. Fuel Co., "  
18080 Colson, Paul A., Fremont

#### NEW JERSEY DIVISION—1—567.

Unattached.

18081 Luck, Arthur C., Brick Church

#### NEW YORK DIVISION—21—1909.

Manhattan Bi. Club.

18082 Lahr, Chas. A., 69 Attorney st., New York.  
18083 Vandenhoe, D., 131 E. 55th st., "

Universal Cycling Club.

18097 Boniface, Roy, 302 State st., Brooklyn.  
18098 Crowne, Thomas P. Jr., 250 High st., "  
18099 Finn, Oscar J., 78 Tillary st., "  
18100 Finn, Philip C., 78 Tillary st., "  
18101 Finn, Wm. J., 78 Tillary st., "  
18102 Fletcher, John, 590 Marcy ave., "  
18103 Ford, Jas. H., 252 W. 34th st., New York.  
18104 Goodstein, Mark, 270 Bridge st., Brooklyn.

18105 Harris, Manne, 241 Adams st., "  
18106 Hennessey, Daniel J., 207 Nassau st., "  
18107 Huselton, Gus O., 67 Sands st., "  
18108 Huselton, Wm., 67 Sands st., "  
18109 Isaacson, Adolph, 233 Adams st., "  
18110 Masterson, Walter G., 704 Norwood ave., "  
18111 Rogers, Hiram D. Jr., 75 Maiden lane, New York.  
18112 Stanton, Walter A., 1031 Lafayette ave., Brooklyn.

Unattached.

18084 Allen, E. E., 44 8th ave., New York.  
18085 Demphy, John B., 154 E. Tupper st., Buffalo.  
18086 Mitchell, John C., 29 Cherry st., "

#### OHIO DIVISION—2—690.

Unattached.

18087 Wetmore, Geo. S., Windsor Hotel, Akron.  
18088 Zulch, Gustave, M. D., New Knoxville.

#### PENNSYLVANIA DIVISION—3—1172.

Century Wheelmen.

18113 Rosenan, Philip, 715 Filbert st., Philadelphia.  
Unattached.

18089 Hening, Frank H., Homestead.  
18090 Flanagan, R. M., Monongahela City.

#### TENNESSEE DIVISION—1—50.

Unattached.

18091 Coykendall, Jas. B., Knoxville.  
VIRGINIA DIVISION—1—77.

Shenandoah Valley Wheelmen.

18092 Stone, Edgar E., Winchester.

#### WISCONSIN DIVISION—4—74.

Racine Bi. Club.

18093 Collins, C. H., Racine.  
18094 Erickson, A. F., "  
18095 Freeman, John, "

Unattached.

18096 Bloodgood, F. Jr., 102 Wisconsin st., Milwaukee.

#### LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888:—

Los Angeles Wheelmen, Los Angeles, Cal.  
Quaker City Wheelmen, Salem, Ohio.  
Old Dominion Wheelmen, Richmond, Va.  
Racine Bicycle Club, Racine, Wis.

#### NEW CLUB.

Greenville Wheelmen, Greenville, Miss.

All memberships in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

## LEAGUE CLUBS.

The following suggestions regarding League clubs are respectfully offered:—

By-laws. Art. V., Sect. 9.—Any cycle club in the United States that shall have in its by-laws a provision requiring every active member to join the League of American Wheelmen, shall become a League club, and entitled to all the privileges accorded League clubs under these by-laws. The number of votes that any League club shall be entitled to cast through its delegates at the annual meeting, or at any constitutional convention, shall be one vote for every member of said club, in good standing, upon the rolls of the League.

The following is a common form of by-law: This club shall be a League club, under the rules of the League of American Wheelmen, and each member shall become also a member of the League. The initiation fees and dues of the L. A. W. shall be paid out of the club treasury, and each member of the club shall pay his share of these dues to the treasurer. New members, not already connected with the League, shall be proposed for membership by the secretary.

After qualifying as a League club, the secretary must file at this office a certificate giving the name of the club, date of organization, date of qualifying, name, and address of secretary, list of officers, and give address to which the club copy of BULLETIN shall be sent.

The secretary will enter the club upon his books, giving it a number, and will publish application in the BULLETIN.

## Application for Membership in the L. A. W.

188

**ABBOT BASSETT, Secretary-Editor.** (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, .....

Club, ..... P. O. Address, .....

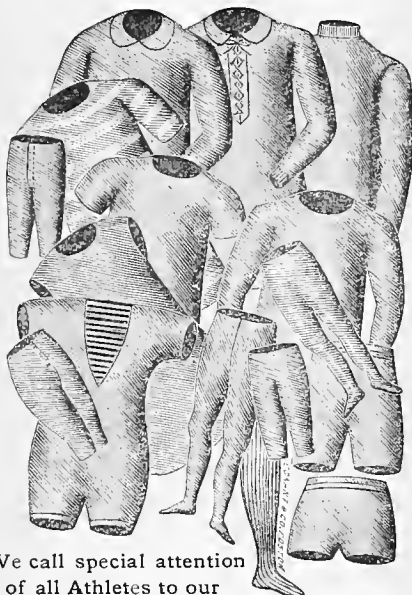
City and State, .....

References: .....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)  
MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, or September, enclose \$1.50; in October, November or December, enclose \$1.25.

IF you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

## Jersey-Fitting Underwear Co.



We call special attention  
of all Athletes to our

## Jersey - Fitting Garments

Each Garment in above cut we make in  
three different qualities.

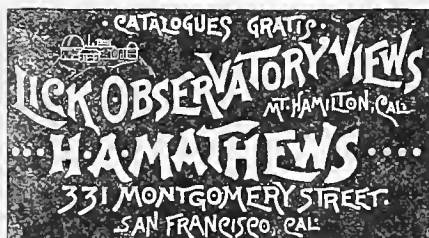
Send for Illustrated Catalogue and Price List.

Manufactured by

**HOLMES & CO.,**

17 Kingston St., Boston, Mass.

Please mention this paper.



\$3.00

Per Pair.

## TOULMIN'S BUFFALO BICYCLE SHOE,

Is made of the finest genuine Kangaroo or Dongola  
in any size or width.

Greatly improved over 1887 Shoe; is the lightest,  
strongest and easiest shoe made.

Send for Circular.

Liberal Discount to Clubs and Bi. Agents.

Also Manfr. of the celebrated

Buffalo Base Ball Shoes.

**W. B. TOULMIN,**

77 Seneca Street, Buffalo, N. Y.



THE

Standard Gloves.

Made from

CALIFORNIA

BUCK SKIN,

with Open Backs—(or  
Knit, if preferred).

Reinforced and padded where the greatest wear  
comes; open fingers which gives full use of hands;  
fastened across the back of wrist with a patent fastener.  
These gloves will never get hard no matter how  
wet they get. They will always remain soft and  
pliable. A great help to avoid cutting the hands in  
case of a fall. Cyclists who have once used these  
gloves will never go without them.

Price, by Mail, Best Quality, \$1.25 per pair.

**W. C. BOAK, Le Roy, N. Y.**

Discount to the trade.

**BEFORE BUYING,  
SEE OUR LISTS.**

**HART CYCLE CO.,**

No. 811 Arch St., Philadelphia, Pa.



## ANKLE ACTION

(See L. A. W. Bulletin Feb. 24th) is learned the  
easiest and best on the EUREKA HOME TRAINER  
AND BICYCLE STAND. Price \$7.50. In Bicy-  
cles, Tricycles and Sundries, we can also please you  
with style, quality, price and terms.

Correspondence solicited.

**M. A. WOODBURY,**

43 and 45 Mechanic St., Bradford, Pa.

**BICYCLING NEWS**—the Cyclers' Illustrated Paper—  
Every week by mail for a year, \$2.50. Contains  
sketches of the latest inventions and of well-known  
European and English routes. Also special cor-  
respondence from the United States and all countries;  
useful information and accounts of tours. The oldest  
and most interesting cyclists' paper in the world.

**THE CYCLIST**, the leading paper of England, is a  
well-filled newspaper, containing the earliest, the  
best and fullest reports of all wheel matters. No other  
paper covers the ground as the *Cyclist* does, and it is  
not only the largest in size, but has by far the largest  
circulation of any wheel paper. Edited by Henry  
Sturmev and C. W. Nairn. \$2.50 per year, including  
postage.

**TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-  
BOOK.** By Henry Sturmev. Describes every ma-  
chine made, with detailed analysis of all the various  
parts, principles or novelties in present use, etc. Pro-  
fusely illustrated. Edition for 1884, revised and en-  
larged, 50 cents, by mail. There will be no edition of  
this book for 1885.

Lord Bury, President N. C. U.—“I have very great pleasure in saying that your “ROVER” is a very perfect machine.”  
 THE “ROVER” has set the fashion to the world.—The Cyclist.  
 THE “ROVER” is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.  
 THE “ROVER.” The fastest 50 miles ever ridden on the road was on the “Rover.”—The Cyclist.  
 THE “ROVER” has reached the States, and is favorably received in Boston.—Tri. Journal.  
 THE “ROVER” Starley and Sutton are having their expectations realized.—Bicycling News.  
 THE “ROVER.” On this machine some startling speed rates may be look for.—Bazaar.  
 THE “ROVER.” Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.  
 THE “ROVER” has covered the longest distance in the hour on the road.—The Cyclist.  
 THE “ROVER” has been attended by an enormous amount of success.—Athletic News.  
 THE “ROVER.” For night riding its equal would be hard to find.—Bicycling News.  
 THE “ROVER” has proved its worth.—Illustrated Sporting and Dramatic News.  
 THE “ROVER.” We have the highest opinion of this machine.—Irish Cyclist.  
 THE “ROVER” shows to what perfection cycling has arrived.—Court Journal.  
 THE “ROVER” is easy, comfortable, safe and a good hill climber.—Invention.  
 THE “ROVER” is extremely easy and pleasant.—Cassell's Family Magazine.  
 THE “ROVER” is quite free from the vice of side-slipping.—C. T. C. Gazette.  
 THE “ROVER” is the best and safest of all the Safeties.—Bicycling News.  
 THE “ROVER” is the best hill climber on the road.—The Presbyterian.  
 THE “ROVER” is built on the soundest of principles.—Weekly Budget.  
 THE “ROVER” is speedy, comfortable and safe.—Colonies and India.  
 THE “ROVER” is the King of Safeties.—Irish Cyclist and Athlete.  
 THE “ROVER” continues to merit my warmest confidence.—Health.

THE “ROVER” is a wonderful machine.—Hardware Trade Journal.  
 THE “ROVER” on which record was so badly beaten.—The Cyclist.  
 THE “ROVER” is very fast and safe to a degree.—C. T. C. Gazette.  
 THE “ROVER” attracts a great amount of attention.—Bell's Life.  
 THE “ROVER” was, of course, well to the fore.—Land & Water.  
 THE “ROVER” is a very excellent machine.—Colonies and India.  
 THE “ROVER” runs with remarkable steadiness.—The Bazaar.  
 THE “ROVER.” We always use a “Rover.”—Tricycling Journal.  
 THE “ROVER.” The 100 mile race was marvellous.—Citizen.  
 THE “ROVER” is the fastest and safest machine.—Knowledge.  
 THE “ROVER.” This machine is *par excellence*.—Knowledge.  
 THE “ROVER” presents many features of interest.—Health.  
 THE “ROVER” is a splendid hill climber.—Bicycling News.  
 THE “ROVER” is a sterling machine.—English Mechanic.  
 THE “ROVER” is exceedingly well received.—Ironmonger.  
 THE “ROVER” proved to be as fast as predicted.—Field.  
 THE “ROVER” is learned in ten minutes.—Irish Cyclist.  
 THE “ROVER” now so well known.—Bicycling News.  
 THE “ROVER” does not slip sideways.—The Cyclist.  
 THE “ROVER” is a perfect beauty.—Cycling Times.  
 THE “ROVER.” The success of the year.—Bazaar.  
 THE “ROVER.” A most luxurious vehicle.—Youth  
 THE “ROVER” is a perfect demon.—Wheeling.



## STARLEY & SUTTON, “Meteor” Works, West Orchard, COVENTRY

### THE KINGSTON KNITTING COMPANY,

27 Kingston Street, BOSTON, MASS.,

Would call the special attention of the Trade to their excellent line of **ATHLETIC GOODS**, in the Latest Styles of the season, and for beauty of design, elasticity and durability cannot be excelled. We weave all of the cloths and manufacture from the **best Worsted and Woolen Stock**, which gives us many advantages in getting up beautiful effects, in **Polo, Bicycle, Gymnasium, Lawn Tennis, Yachting, Rowing, Base Ball, Fencing Suits, Leotards and Dress Suits**, in mixtures, solid colors, and the more delicate shades. Also, **L. A. W. Suits**, very stylish. All of these goods are gotten up in Light, Medium and Heavy Weights, as ordered.

Our **Knee Pants and Full Body Tights** are the admiration of all who wear them, the introduction of our **New Suspensory Pocket** and reinforcement giving ease and comfort to the wearer, and are great promoters of health, and highly recommended by Eminent Physicians and Professors of Physical Culture.

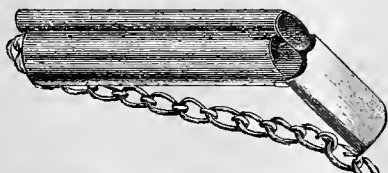
Our **Bicycle Hosiery** is made of fine **Worsted Stock, Glove-fitting**, and to match the shades of our garments. Those we are now introducing of **Linen Fashioned Soles and Toes**, are a great comfort in warm weather, and very durable.

The **TRADE** will find it decidedly for their interest to do business with us. Our prices are very reasonable. Correspondence solicited.

Send for our Circular.

**KINGSTON KNITTING CO.**

### The “BEST” Bicycle Whistle.



This Whistle is pronounced by all Cyclists to be the most convenient,

Loudest and “Best” call on the market.

The mouth piece is so constructed that it can be held easily in the mouth, and with little effort will produce a loud sound.

PRICE, 25c. EACH. Discount to Dealers.

WHITTEN & CO., Providence, R. I.

### REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

**MURRAY'S,**

100 Sudbury St., Boston, Mass.



### SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.

### SECOND-HAND GUNS AND REVOLVERS

TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio**, for largest list of Second-Hand Bicycles in America.

**DIFFICULT REPAIRING A SPECIALTY.**

# Expert Testimony.

The Expert is put out for its seventh year with its world-wide reputation for staunchness, durability, ease of running, and beauty of lines and finish, holding easily the first among all medium weight machines, and with the noteworthy distinction of being the only bicycle which has ever passed this stage of its existence with constantly increasing favor and sales.

There is probably no machine manufactured that can call out so much favorable testimony.

It has been ridden across the continent three times—by Capt. Hugh J. High, Geo. B. Thayer and F. E. Van Merebeck. It was the machine ridden by Thomas Stevens around the world. When this intrepid wheelman arrived at Erzeroum, Asia Minor, the Boston Herald reported that he said: "I haven't had occasion so far to as much as tighten the spokes in the Expert. Everything about it is in perfect order." On the completion of his journey he wrote: "Notwithstanding all that it had gone through, the Expert that carried me round the world is in very good condition. I used none of the extra parts forwarded to Constantinople, but a few rubber tires, and spokes, broken out by the Afghans."

Respectfully submitted,

Prof. Williams, of Brown University, after his return from a bicycle tour of England and France on the Expert Columbia, said: "Having examined carefully the wheels of England and France, I do not think that a better roadster is made in the world than the Expert Columbia."

The report of the Ohio tour, in the Fort Wayne Journal says "That the Expert Columbia, as usual, went through the trip famously; every one coming home in perfect condition. They were found to be the favorite wheels in every town visited."

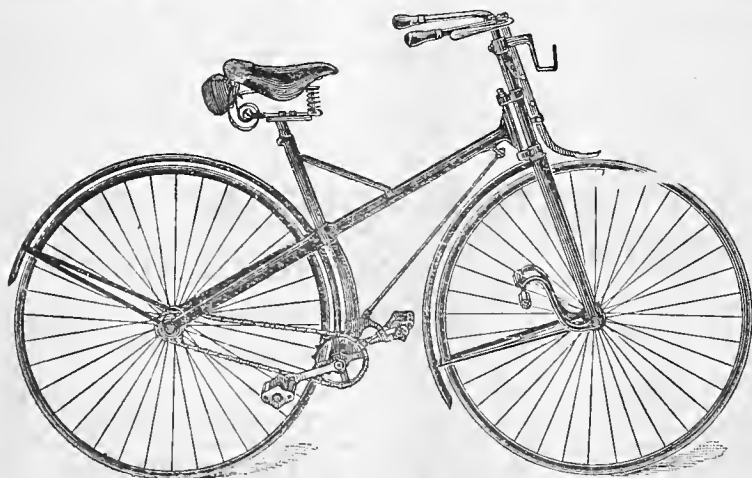
A. J. Wilson (Faed), of England, after having ridden and carefully examined Thomas Stevens' Expert, said it was fully up to the quality of any that he had ever ridden.

It might be remarked here that the Expert, which is claimed to be a medium weight roadster, is as light as many of the "so-called" light roadsters.

A full illustrated description of this machine is found in the new Columbia Catalogue, which is sent free by mail upon application.

**POPE MFG. CO.,**

Boston, New York, Chicago.



## RUDGE BICYCLETTE.

A large invoice of these famous machines, and also of the well-known

**RUDGE LIGHT ROADSTER,**

Just received.

*Rudge Catalogue Free.*

**H. M. SABEN, Manager,**

**152 Congress Street, Boston.**

Is there an agent for the RUDGE in your vicinity? If not apply as above.

 **BICYCLING WORLD**  
**& BULLETIN.**   
DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 13 APRIL, 1888.

Volume XVI.  
Number 24.

# KEEP UP WITH THE PROCESSION.

Your eyes will tell you that all over the land the old riders--those who have learned to know a bicycle when they see one, and who will not ride if they cannot have "the best thing"—are riding



## VICTORS.

Ask any VICTOR rider how his machine runs; how it climbs hills; how it coasts; and see what he says. Victors are not thrown together—they are built.



Send for Catalogue of

**VICTOR BICYCLES, TRICYCLES AND SAFETIES.**

**OVERMAN WHEEL COMPANY, - - - MAKERS,**



BOSTON, MASS.

# THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

**BALTIMORE, MD.**

---

**Write for Our 1888 Catalogue.**

**New Rapid Roadster,**

**New Rapid Light Roadster,**

**New Rapid Safety,**

**QUADRANT TRICYCLE, No. 8, for Gentlemen,**

**Quadrant Tricycle, No. 14, for Ladies and Light Gentlemen,**

**Quadrant Tandem, No. 15. Two Ladies can ride.**

---

We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

**KING OF THE ROAD LAMPS,**

and shall be pleased to give quotations.

---

**Agents Wanted for our Cycles and Sundries in unoccupied territory.**

## More About Incomes.

I stated last week that persons with moderate incomes, who could not afford the outlay required to purchase a Bicycle or Tricycle for cash, might take advantage of my "EASY TERMS" plan, and, by making small weekly or monthly payments, soon become the "full paid up" owner of a wheel. I might also suggest that a neat little sum might be saved by purchasing a **Good Second Hand Wheel**. I have a few Bicycles in stock that are exceptional bargains (sizes 50, 52, 54 and 56), and several TRICYCLES and TANDEMS, all leading makes. Detailed description will be furnished by mail, and the wheels guaranteed as represented.

**GEO. R. BIDWELL,**

313 West 58th Street, New York.

NEAR THE PARK.

### FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ~~50~~ Cash must accompany the order.

**FOR SALE**—Marlboro' Club Tandem, new 1886, not used 1887; balls all round; safe, fast and satisfactory; first-class condition. Price \$150. Address R. F. SHANNON, 907 Liberty st., Pittsburg, Pa.

**FOR SALE**—50 and 52-inch Expert, 1887 pattern; 50 and 53-inch, '86 pattern Victor Tricycle, old style; good as new; \$80. Springfield Roadster, \$67. 50 and 52-inch Harvard, cheap. Cyclometers, saddles, etc., cheap. SPEAD, South Newmarket, N. H.

**BRAND NEW** New Mail, '88 pattern; warranted perfect. \$115. CYCLE SUPPLY CO., 3 Berkeley street, Boston.

**FOR SALE**—50-inch Premier Bicycle, 1887 pattern; including Lillibridge saddle, Spaulding lamp, bell, luggage carrier and tool bag; used three months; perfectly sound, for \$70. Address C. N. D., 40 Perry st., New York, N. Y.

**SPECIAL STAR**—51-inch; balls, tangent spokes, hollow frame rims and levers; used but little; condition A No. 1; very cheap if sold soon. C. H. TOWNSEND, Willimantic, Ct.

**QUADRANT TRICYCLE SIDE STEERER**—40-inch drivers. All attachments; has not been run 100 miles. Apply at room 36, No. 12 Pearl street, Boston.

**FOR SALE**—52-inch Expert; nearly new; cheap for ready cash. W. F. FRATCHER, Clayton, N. Y.

**FOR SALE**—Traveler Tandem (Singer & Co.) in first-rate order. Price, including lantern and cyclometer, \$175. E. H. Tarbell, 111 Washington st., Boston.

**FOR SALE CHEAP**—Expert Columbia, 1884 pattern; 3 pair-handle bars, Butcher cyclometer, H. & T. alarm. For terms apply to FRED. BINFORD, Pawtucket, R. I.

**58-INCH** English bicycle for sale. Balls all round, including pedals. Cow-horn bars, spade handles, and all modern improvements. New last fall. Owner going abroad. \$70, takes it. GEORGE D. HAZARD, Room S3, Equitable Building, Boston.

**FOR SALE**—50-inch Columbia Light Roadster; full nicked, ball bearings, spade handles, Kirkpatrick saddle. \$99. C. A. CONOVER, Coldwater, Mich.

**"LOOK AT THIS."** Two "Victors" for sale; one 50 and the other 54 inch; both in excellent condition. Lakin's cyclometers to go with each if desired. Address, Lock Box 367, Plainville, Conn.

**A BARGAIN**—50-inch Expert for \$80, cash at once. E. H. ABRAMS, Croton Falls, N. Y.

**FOR SALE**—A 52-inch Champion American, 1887 pattern, balls all round; spade handles, Lillibridge saddle; only shows wear on tires and pedals; \$85.00 cash buys it. Address F. S. CUMMINGS, Fairfield, Iowa.

**FOR SALE**—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine and tires scarcely show a scratch; all just as good as new; good reason for selling. Price, \$85.00. Address G. W. GAIL, Jr., care The Clark Cycle Co., Baltimore

**BIG BARGAINS**—One 51-inch Columbia Light Roadster, 1887 pattern; spade handles; ridden one season; perfect condition; not a weak spot in it, \$100, including Butcher's Cyclometer. One 51-inch Rudge Light Roadster, brand new; never ridden; 110. Lock Box 202, Holyoke, Mass.

**FOR SALE**—1887 Victor Safety bicycle; in first-class condition. Address J. S. DEAN, 28 State street, Boston, Mass.

### SPECIAL.

All Advertisements in this Department 20 cents a line.

**JERSEY RIBBED STOCKINGS**—\$1.00 per pair. CYCLE SUPPLY CO., 3 Berkeley street.

**BICYCLES**—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

**ENAMEL**—BY MAIL, 50c. per one-half pint. CYCLE SUPPLY CO., 3 Berkeley street.

**WANTED**—Second-hand Bicycles for cash, or will trade any new make wanted. Send full description and lowest price. GEO. W. ROUSE & SON, Peoria, Ill.

**BICYCLES**—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

**SPODE HANDLES**—\$2.50—CYCLE SUPPLY CO., 3 Berkeley street.

**SPODE HANDLES**—For any machine, \$2.50 pair; cow-horn handle bars, with lever, \$3.50. Indiana Bicycle Co., Indianapolis, Ind.

**REMEMBER WE** send enamel by mail for 50c. per half pint. CYCLE SUPPLY CO.

**EVEN A FARMER** will not buy a wheel unless it has spade handles. CYCLE SUPPLY CO., 3 Berkeley street, Boston.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

**ESTIMATES** on all sorts of repairing. CYCLE SUPPLY CO., 3 Berkeley st.

**NICKEL PLATED WHISTLES**, 20c. CYCLE SUPPLY CO.

**BICYCLES**, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York City.

**IF** you put a pair of our Spade Handles on that old wreck of yours, it will be worth \$10 more. CYCLE SUPPLY CO., 3 Berkeley street, Boston.

**NICKEL PLATED STEEL WRENCHES**, 50c. Cycle Supply Co.



**BICYCLES.** Everything in new and second hand.

JOHN WILKINSON CO.,  
55 State St., Chicago, Ill.  
Send stamp for list.



**BADGES, MEDALS, Etc.**  
MADE FROM ORIGINAL  
DESIGNS.

H. C. HASKELL,  
18 John St., New York.  
Correspondence Invited.

### GET THE BEST!

## The Standard Cyclometer.

Greatly Improved for 1888.

Simplest and Best Instrument ever Invented.

The Reasons Why:

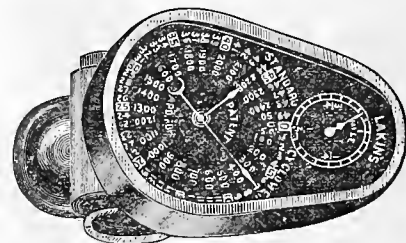
It has stood the test for accuracy.

It has proved itself the strongest and best made cyclometer on the market.

It has been in use several years, and its merits are well established among wheelmen.

Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



REGISTERS 2500 MILES.

We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we pace upon the market an instrument that seems absolutely perfect in all its workings. We furnish a certificate of accuracy with all instruments. In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, \$10.00.

J. A. LAKIN & CO.,

Send for Circular.

WESTFIELD, MASS.

Send 6c. for 20 Samples and rules for

Mention this paper when you order, and we will give to each purchaser a pair of **PANT STRETCHERS**. The best invention ever made for taking out wrinkles and bagging at the knees, and shaping the bottoms of Pants.



VESTS, \$2.25 COATS \$8.00

Suits, \$13.25 to \$30.00.

Also, Manufacturers of Bicycle and Tennis Suits and Fancy Uniforms.

**BAY STATE PANTS CO., Custom Clothiers**  
34 Hawley St., Boston, Mass.

## The Brooks Ideal Cyclometer.

SIMPLEST, MOST RELIABLE and BEST.

Fully Warranted, only \$5.00.

SEND FOR CIRCULAR TO

Brooks Odometer Co., Lowell, Mass.

# THE \* SPRINGFIELD \* ROADSTER

FOR 1888.

YOST & McCUNE PATENTS.



No. 1.

No. 1 cut shows the \$75 Springfield Roadster which retails for \$75, with plain and cone bearings, nickel-plated trimmings, Fish Saddle, Tools and Tool Bag.

No. 2 cut shows the \$100 ball bearing Wheel, with spade handles, cow horn shaped handle bars, enamel finish, and nickel-plated trimmings.

These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

**CATALOGUE FREE.**



No. 2.

Wholesale Distributing Offices:

MERWIN, HULBERT & CO.,	-	New York, N. Y.
KIRK BROWN,	-	Philadelphia, Pa.
C. F. STOKES,	-	Chicago, Ill.
E. C. MEACHAM ARMS CO.,	-	St. Louis, Mo.
E. T. ALLEN,	-	San Francisco, Cal.
JOHN P. LOVELL ARMS CO.,	-	Boston, Mass.

Retail Salesroom: No. 147 Washington Street, Boston.

SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

All our orders call for  
the Ball Head!

Large Handsome Photograph for  
10 cts. in stamps

## NEW MAIL.

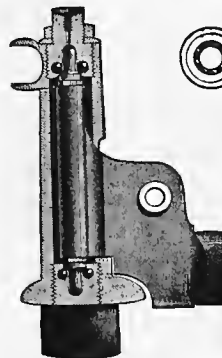
Specialties Found in No Other Wheel.



The New Mail is having a remarkable demand.

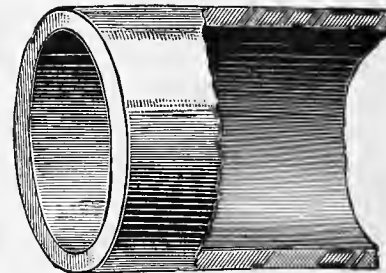
A SUPERB LIGHT ROADSTER.

Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



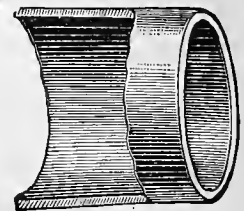
Sectional view of neck and back fork end of

**Warwick's New Perfection Backbone,** giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Not a Buckled Rim Last Year.

**Warwick's New Rim.**  
No Seam outside.  
Thickened Metal at Bottom.



Not a Broken Backbone Last Year!

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

MANUFACTURERS,

**WM. READ & SONS, 107 Washington Street, BOSTON.**

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.

Hibbard, Spencer, Bartlett & Co., Chicago, Ill.



Published Every Friday

— BY —

**THE BICYCLING WORLD COMPANY,****12 Pearl Street,****BOSTON, MASS., U. S. A.**

Entered at the Post Office as second-class mail matter.

## ADVERTISING DEPARTMENT.

**GEO. D. HAZARD, Manager.** 83 Equitable Building, Boston.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*, as heretofore.

## EDITORS:

**C. W. FOURDRINIER.****J. S. DEAN.**

BOSTON, 13 APRIL, 1888.

THE "winter of our discontent" seems at last to realize that its departure is much desired.

THE *Herald's* complimentary remarks about our co-editor has set him up most amazingly, and he threatens to strike if his salary is not increased to an inconceivable extent.

ALTHOUGH racing has been most effectually stamped down by injudicious and over legislation, it can, we think, by a little tender nursing, be brought around to a healthy state again. We believe that frequent and unpretentious meetings will do more to foster path racing than an occasional large tournament. At all events we must look to a new crop, or get what fun we can from professionals.

THE roads were full of cyclists on Fast Day in the vicinity of Boston. The early part of the day was superb, but a heavy rain in the afternoon dampened the skins and the ardor of a good many riders before they got home. A good many sore joints, muscles, and abraded cuticle made evident to many of the riders that a winter's inaction had left them feeling pretty soft.

IT is said that the English "pros." are much surprised at Rowe's complete abstinence from tobacco and alcoholic stimulents. We doubt, though, if their habits are changed, notwithstanding that Rowe thinks his success is due to his habits. Some will feel inclined to say, with Lacy Hillier, "what would he have been if he had indulged in a mug of stout with his dinner?" We know not, but we do hope his "hot tea" will keep him in front of Howell.

THIS week's issue will have to go as one of the largest ever published by a cycling paper in this country. There has only been one larger, and that was our issue, containing forty-six pages, of May 14, 1886. The "next best" was our issue of April 2d, 1888, containing thirty-two pages. This issue of the *WORLD* and *BULLETIN* contains thirty-eight pages. In connection with this issue, we

desire to call attention to the enterprise of the Coventry Machinists Co., in printing their catalogue in our advertising pages. This is an indication of what kind of a swath the Coventry people intend to cut this year. If infusion of life, energy, and the presentation of excellent goods can jointly produce business, then all we can say is that the "Club cycles" will show up in sales among the "leaders" of the trade at the end of the season.

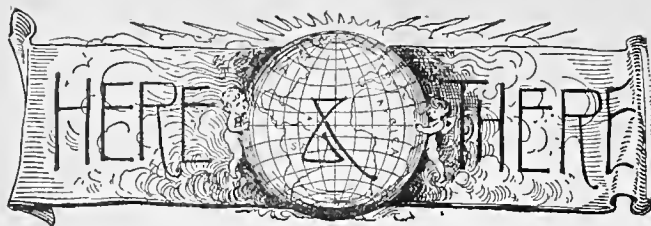
ONLY on special occasions do we speak in this department of our advertisers, but we do think the fact that a firm dealing in road repairing machinery using our columns as a means of reaching a class of customers to whom they expect to sell their specialties, is worthy of comment. We deem it a significant sign, and one that contains a cheerful sermon. It indicates with all its collateral important features, the fact that the road-building machinery manufacturers recognize in wheelmen an influence which must prove of vast mutual benefit. We do not feel we are stepping beyond the bounds of propriety in commending the enterprise of Messrs. J. W. Davis & Co. to the notice of all League members to the end that Road Commissioners and others may have their attention called to Messrs. Davis' advertisement. We cannot do too much to aid in every way the accomplishment of what now, alas, is a *desideratum* only.

NEVER since cycling became an institution in this country has there been such universal interest shown in the matter of road improvements by the cyclers of the United States. From every quarter we hear of more or less activity among the riders to further and promote schemes and laws looking towards the building and maintenance of better highways. It is an encouraging feature, and one that should embolden the wheelmen to more aggressive action. The numbers of riders are now so large that they are no longer an element in our politics to be utterly ignored by those who look to us for our suffrages. We hope that every member of the League and every rider of a bicycle will never lose sight of the fact that his vote counts ONE, and that his influence may count for several more, so that when the question of road or street building or repairs comes up for their consideration and suffrage they will use their vote and utmost influence to the end that the best men and means will be employed to bring about a better condition of roads. The ball has been set a-rolling, on every hand are signs of awakening interest on this most important question. Let every road improvement organization persist in accomplishing the aims and ends it has in view; let every bicyclist look on it as an imperative duty to support such organizations both by moral and substantial aid; let every rider of the wheel make this one idea, "Roads Improvement," his hobby, and if we never miss an opportunity to cast a vote, speak a word, or spend a dollar for The Cause, the result must be "success," and the cycle and its votaries, as practical civilizers, will hold a place in history, which those who made it will be proud, and those who come after and continue the good work will be grateful.

## PHILADELPHIA CENTURY—NOTICE OF MEETING.

A MEETING of delegates of the clubs interested in the proposed great Century run to Philadelphia, on June 16th, will be held at the office of Mr. L. A. Clarke, 25 Broad street, New York City, on Friday afternoon, April 27th, 1888, at 4 P. M. sharp. Definite action has been taken by six clubs, and in two instances the run has been already called. Details are yet to be arranged, but in general the plan is as follows, viz: Rendezvous at Newark and Orange on evening of Friday, June 15th; leave Orange at 4 A. M. next morning; easy riding to Trenton, where have dinner; in afternoon to Philadelphia, on Plain Side, and through Fairmount Park; in evening out on the celebrated Lancaster Pike, with the Philadelphia Wheel Clubs, and those others who will have gone on by train, far enough to finish the Century. It is not designed to be a road race, but a practical exemplification of the usefulness of the wheel, and, weather permitting, should be the biggest thing of the kind ever attempted. My imagination soars toward 200 participants.

"WING-FOOT."



CHAPTERS have been written upon  
 "GENTLEMAN JOHN." "American informality," and there  
 PEEBLES, SCOTLAND. is, I think, room for much more  
 manuscript of a purely laudatory  
 nature upon the subject. When one  
 contrasts the free and easy Ameri-

can mode of hospitality with which any sojourner in their country  
 is treated by the best circles (provided, of course, that he or she has  
 the instincts of a gentleman or lady), with the stiff, formal, unchrist-  
 and-unchristianlike demeanor of the large majority of the "cheap  
 and nasty" two-legged fossils who have made Peebles their home  
 within the last few years, the Americans (looking at the matter  
 without prejudice and in an unjaundiced manner) have rather the  
 best of the comparison. Robert Burns, the Scottish bard (it looks  
 very much like tautology to append "the Scottish bard" to Burns'  
 name) has a few lines which describe to a nicety the narrow-minded  
 colonists to which I refer. He says:

"There's nothing here but Hieland pride,  
 Hieland pride and hunger;  
 And if the Lord has sent me here,  
 'Twas surely in his anger."

Even if a stranger condescends to attend their church, they glare at  
 him with an I-am-holier-than-thou glare, and stare at him with a  
 what-manner-of-man-art-thou stare, and act very much as a High-  
 land steer does when he sees a bicyclist for the first time. The term  
 which is applied to anyone who has not been brought up in the  
 little self-sufficient hamlet of Peebles, is an "incomer;" and they  
 have an even more disrespectful word, a "Stourey-foot." The  
 meaning of the name "incomer," as applied to strangers, is of course  
 very evident, but that of "Stourey-foot" is not at once plain to one  
 not conversant with the Scottish dialect. "Stourey" means dusty,  
 and the name implies that a stranger is a person upon whose pedal  
 extremities still clings the dust or "stour" of other cities. See?  
 Then a person who has been brought up (or, as a pronounced  
 Southerner or Westerner might say, has been "raised") in the  
 obsolete hamlet of Peebles, is a "gutter-blood." A "blood" of the  
 gutter—of the street—of the town. In fact I wonder if the average  
 Peebles adult-mind is capable of grasping the idea that the name  
 "gutter-blood" is a very doubtful eulogistic epithet. In fact since I  
 have been here, I have seen much daily evidence which has forced  
 me to believe that the drowsy air of Peebles is more conducive to the  
 healthy growth of matter than of mind, of pounds avordupois and  
 turnips, than of well bred men and women. The male adult is  
 imbued with the tradition that "man's chief end" is to drink all he  
 can (which he generally does), to eat and sleep all he can, and to  
 utterly ignore the "golden rule," in which the treatment of a fellow  
 man is so vigorously dealt with.

A MAN who rides four miles on a Sabbath day upon a cycle, to  
 hear a half-witted and, generally, under-paid Scotch minister preach  
 of the narrow road which we are told leads to a place where happi-  
 ness is said to abound, is looked upon as a sinner already damned,  
 already fast and irrevocably entangled in the meshes of Beelzebub,  
 the heavy weight champion of Hades. He is pointed out in church  
 and whispered about during the service, when they should have  
 been listening to the hair-raising twaddle in which the minister tells  
 them that he has positive knowledge that they are already the  
 holders of everlasting passes to the fire which has no end. I think  
 that even the firmest believers in the "fire-eternal" have grown  
 callous under the treatment of the Peebles divine, and look upon  
 eternal pyrotechnic treatment after death as undesirable but un-  
 avoidable. The idea of attending the house of the Lord in knee  
 breeks, and leaving a velocipede among the grave stones outside, is  
 looked upon as a crime, for which there can be no adequate atone-  
 ment. But as the class to which I refer are both "ill born and ill  
 bred," and perfectly harmless, I shall dismiss them from my  
 thoughts, as unworthy of more than this very mild descriptive re-  
 proof. I have always been a mild-mannered man, and dislike  
*strong language* very much, as evidenced by my newspaper writ-  
 ings. It is with unassumed and most genuine fervency, that, *not*  
*unlike* Sparticus, I cry, "Thank the gods that I am (not) a barbarian,"

and not a native of Peebles. For this last, especially, may Heaven  
 be praised.

If I were going into business on this side, I do not know of a  
 more likely investment than a factory in Peebles to manufacture a  
 condensed "milk of human kindness, put up in one-pound tins. I  
 am sure it is needed here sadly, and the expense of commercial  
 travelling could of course be dispensed with, as the factory would  
 have difficulty (unless it was upon a mammoth scale) in supplying  
 the people in the vicinity of Peebles. Perhaps I have dwelt "some-  
 what rather much at length" upon the Peebles crustacean, but I  
 could not do less than "damn them with faint praise." They need  
 it, if ever a God-forgotten people did.

I GOT a sweet-scented little note from Percy Low, of *Wheeling*, in  
 which he tells me that I have been "missed" from Fleet street, and  
 people were divided in opinion as to whether I had got arrested  
 under an alias (how would "Gentleman John" do?) at the late Sulli-  
 van-Mitchell (alleged) fight, or had taken a steamer for the Bra-  
 zilian ports to join the Le Feur brothers. Poor fellows. I am  
 afraid the Le Feur brothers would have had more fun in England  
 than among the wilds of Brazil. Of course they are both reckless  
 sort of chaps, and care but little for expense, and as little for noto-  
 riety, as evidenced by the quiet "manner of their going and setting  
 out," both from America and from Liverpool. Had it not been for  
 the efforts of "Ratchet," of New Jersey, the Le Feur brothers might  
 never have been engaged as special correspondents of the BICY-  
 CLING WORLD, and their doings might have remained in compara-  
 tive obscurity to a large portion of the world. As it is, their trip  
 promises to out-Stevens, to out-Ricalton, to out-Stanley and to out-  
 Outing anything that has been heard of. I am just dying to hear  
 of their safe arrival at St. Thomas, as is, I am sure, every careful  
 reader of the BICYCLING WORLD, the unrivalled leader of American  
 cycling journalism.

THE Mayor of Orange, in his annual  
 NEW JERSEY NOTES. message, makes a number of valuable  
 suggestion in regard to streets. He says:

"RATCHET."

"The Street Commissioner reports hav-  
 ing expended \$4,274.52 in labor on  
 streets, of which \$2,377.38 was spent in  
 rounding up on dirt roads. I am convinced that the putting of  
 much work on dirt streets is a mistake, as the rounding up, as it is  
 called, must be repeated annually, and the expense thus incurred  
 would go far towards the payment of a permanent pavement. At  
 this season of the year many of the prominent thoroughfares are  
 almost impassable, and their improvement has been delayed by a  
 combination of circumstances—the unwillingness of property  
 owners, and the necessity of placing a large part of the cost on the  
 city at large. I refer to Lincoln avenue, Lumber street, Essex ave-  
 nue and Scotland street. Jefferson street has been opened, but no  
 move has been made to grade. If it were wise to open and pay  
 heavy damages for land taken, measures should be adopted to open  
 up the property for street purposes and grade it. One, at least, of  
 the streets alluded to, should be macadamized during the coming  
 season, and proper provision made for the cost."

ORANGE has appropriated about \$15,000 for road and street im-  
 provements.

A MACADAMIZED road between Irvington and South Orange ave-  
 nue is being talked up.

THE Elizabeth Wheelmen will soon have a team on the road  
 practicing for the semi-annual road race. Ditto, the Union County  
 Wheelmen.

THAT Newark to Paterson, or Newark to Norristown and return,  
 road race is again being talked up. Likewise a race from Jersey  
 City to Philadelphia, and return.

WHEELMEN who are interested in road racing are advised to fight  
 shy of North Plainfield. Dr. J. H. Cooley Chairman, of the L. A.  
 W. Racing Board, has been elected Mayor of that place. Dr.  
 Cooley is *not* in favor of road racing.

THE Orange Wanderers held a meeting on 24 March, and thirteen  
 new members were elected. It was decided to withdraw the resig-  
 nation from the "Alphabetical Association," and W. A. Belcher and  
 C. W. Freeman were elected delegates to that organization.

THE Jersey City *Journal* says: "Dr. Johnson, the President of  
 the Hudson County Wheelmen, was the first person to ride a bicy-  
 cle in Jersey City. He began riding in 1880." The monthly meet-  
 ing of this club was held 5 April, and the usual routine business  
 transacted. The Hudson County team for the inter-club road race  
 will soon be found on the Irvington-Milburn course, getting them-  
 selves into shape.

SOME of our cyclers seem to be determined to bring the wheel into disrepute if possible by riding on the sidewalks of Broad, and other streets, as well as Central, Belleville and Lincoln avenues. It required some work to secure the passage of the bill giving to cycles the same rights as are accorded to other vehicles in New Jersey, and it seems unjust that any wheelman should, by insisting upon riding on sidewalks, violate the provisions of the bill. It is no more than fair, however, to say that the majority of those who use the sidewalks are boys or half-grown men.

HERE's another chance for some missionary work; and another reason for abolishing the amateur rule, doing away with the Racing Board, and appointing committees on road improvement: "Never before were the roads of Randolph township in such a condition as now. The road overseers in most cases refuse to open or do any work because they can get no assurance from the Township Committee when they can get their pay, and they say they do not propose to hire men and pay them, and then wait for their money till after next year's taxes come in. Other townships have been opening their roads and paying their bills, and are doing this necessary work without any trouble at all. Our present committee, untroubled by any debts at all, seems wholly unable to devise means to meet the needs of the people."—*Essex County Exchange*.

AND apropos the road race, it seems to me as though the Brooklyn B. Club, now that they count the Ilderans in, should be able to put an almost invincible team on the road, provided, of course, that the road racers of the latter have joined the former club. It will be remembered that the last race was won by the Kings County Wheelmen's team, scoring 73 points. The second man to finish was Bradley, Ilderans, 23 points; fifth, Mead, B. B. C., 20; sixth, Waters, B. B. C., 19; tenth, Todd, B. B. C., 15; thirteenth, Schofer, Ilderans, 12; fourteenth, Williams, B. B. C., 11. The first four men named had an aggregate of 77 points, while taking two Ilderans and two Brooklyns, their aggregate would have still been a winning one—74 points. It looks as though the Kings County and Hudson County men would have a big job on their hands on Decoration Day.

#### CONNECTICUT-INGS.

#### THE SOLITARY CLUB.

THAT proposed joint tour from New York to the City of Brotherly Love will be pleasant and profitable in proportion to the pace taken, for in the latter part of the month of roses a continued scorch would not be up to our club's standard of average comfort. Make it a two days' ride and our Secretary could easily be "induced to accept an invitation to join!"—Believe that is the popular modern way to put it.

FINALLY we can see bare ground again, and begin to feel encouraged that soon the wheels can revolve, and cycling joys be ours. Some of our safety riders have been riding for some time, but the wintry March has set us back a month, nearly. It has brought our winter record of missed days' riding up to the unprecedented one of over thirty.

GIVE this lazy scribe a reasonably low and safe, easy-driven wheel, on which six to nine miles an hour on the road can be done, and he will be contented.

OUR fellow voyager across the deep blue last summer, Captain Hurlbutt, has been indisposed recently, but we hope before wheeling weather comes the Cap'n will be out again, and help reorganize the old club that disbanded here a year ago. Assistant Postmaster Jessup is working for the new club, and a meeting to see what can be done is called for this week Thursday evening.

ONE of our Star riders is reported as intending to tour in Europe this season, but has sold his wheel and "will not go as a cycler," save the mark!

NEW men are already coming on and taking up the second-hands, that so much relieves the owners of them, who want something newer, lighter, lower, safer, or easier, and by a strange fatality these points are seldom combined in new machines.

WE are glad to see interest waking in the matter of easier-going cycles for the "most distracting half of humanity," and that they can ride on a nearer even footing with the sterner party of the second part. It occurs to us that the lady's machine must be so low that with the dirt-carrying chain and the very low frame work, they must be unpleasantly to ride. Take one driven without chain, and with a better dress guard than wire netting, and the pleasure of the dainty rider must be much enhanced. We know from experience that the now regular chain safety is as famous for slinging mud as is a politician, and that the task of cleaning the chain to save wear was—well it was

seldom done! Why cannot "Brer. Wilcox" draw us a sketch of what he thinks would be a good thing in the shape of a lady's safety cycle, as he has studied the "safety and easy-driving problem," and he "could if he would."

#### PENNSYLVANIA.

#### "ARIEL."

No more important move has been made for a long while in the Quaker City than the bill introduced into Councils on April 5th, by Mr. Anderson, to re-pave Broad street with asphaltum, from Passyunk avenue to Columbia avenue. This would give us what is sorely needed, a rideable street through the centre of the city, and as it would adjoin the asphalted surface of Diamond street, we would have a superb outlet to the park, a riding avenue surpassed by no place in the country. Mr. Anderson deserves the thanks of all wheelmen, and more than this, he deserves their hearty co-operation. This suggestion respectfully referred to the associated cycling clubs. What a boom such a thoroughfare will give cycling! The proof of the practical utility there is in the wheel would double the number of riders in a year's time. My bicycle would save me about thirty dollars a season in car fares alone, and isn't that an argument to clinch the nail with?

MR. E. I. HALSTEAD, of the Harlem Wheelmen, is now a Pennsylvania Club member, having been elected to membership last Thursday evening. At that meeting thirteen new members were taken in, making the club roll about 175. The dark gray uniform with the silver Keystone will be one of the prominent features at the Baltimore meet.

ANOTHER death must be recorded; that of Mr. Harry H. Levette, of the Century Wheelmen, which resulted from incautious handling of powerful electric appliances at the works of the Thomson-Houston Electric Light Co., Lynn, Mass. He was still an active member of the club, although for some time residing at Lynn. Suitable resolutions were passed.

A RECKLESS driver ran over the velocipede belonging to a little boy, near Belmont Hill in the park last week, and was chased and caught by Messrs. Shaffer and Allen of the Centurions, who caused his arrest by the first guard met. A few cases of this sort and the reckless element who run into and over everything in the shape of cycles, will learn that punishment is swift and sure in every case.

QUOTING from the *Lynn Item*, the *Wheel and Cycling Trade Review* (full name, if you please, Mr. Editor; Mr. Prial seriously objects to having his journal's name curtailed) says J. H. Shurman of Lynn will stop at Philadelphia on his Western trip, and inspect "Eagle Hill." Surely this overgrown village has not absorbed the Orange district too.

#### LONG ISLAND NOTES.

#### "WING-FOOT."

THE following shows the value of influence in the politics in Queens Co., and also the condition of things against which the warfare for good roads must be waged. The Jerico pike and the North Hempstead pike are the two arteries of travel on Long Island, connecting the metropolis and the towns in the interior, the latter, the one in question, being macadamized from Little Neck to "Harry Hill's" on Flushing meadows, where it divides. The shorter route from this point is direct Jackson avenue, so called, but the longer is a better road known as Thompson avenue, the latter getting the most traffic, at the best both being poor. For a number of years efforts have been made to get an appropriation for the improvement of the former, but have always, until last year, failed, because the keeper of a certain road-house on Thompson Ave., objected, on the ground that it would take his trade away, and threatened to "cut the ticket." And yet the old case-hardened agriculturalists keep on year after year, voting the "ring" ticket, and making their own already degraded condition lower and lower.

"LONG ISLAND roads are of a sandy complexion." We are thinking of trying "Recamier Cream" hereafter, instead of macadam, "to remove imperfections."

THE Mercury Wheel Club holds the opening record to Babylon again, as it has for the two previous years, two members having gone through on Sunday last, reporting the roads to be in the finest kind of condition.

A GOOD many wheelmen will no doubt take advantage of the prevailing beautiful weather this week to witness the attempted removal of the Brighton Beach Hotel, which has been cut into sections and is to be moved 500 feet, upon railway flat-cars. This is a most extraordinary undertaking, and special trains are to be run to

Coney Island to allow people the opportunity of seeing a large summer hotel moved 500 feet in fewer seconds.

THE annual dinner of the Kings County Wheelmen will be eaten at Dilliards on April 14th. Covers will be laid for one hundred and fifty, and the Mayor and other city dignitaries and celebrities have been invited. The K. C. W.s have won the handsome silver cup, representing the pool championship of those two close but friendly rivals, the L. I. W.s and the K. C. W.s.

THE North Hempstead turnpike, out as far as the end of the the macadam, is in first-class shape. Brer. Lincoln, of the Mercurys, and myself went as far as Little Neck and return on Easter Sunday, and enjoyed the novelty of alternately riding in dust, and between snow banks three feet in depth. The roads between Jamaica and Flushing were not open up to Sunday.

At the athletic games of Co. A, 23d Regiment, Saturday evening, April 7th, Messrs. J. F. Borland and J. W. Schaefer, of the Brooklyn Bi. Club, took first and second places, respectively, in the two-mile handicap bicycle race, and Mr. Ed Hornbostel took first place in the one-mile handicap run. The Brooklyns turned out as large and enthusiastic as ever, and made their share of the noise. The annual election of this club took place Tuesday evening of this week, but the result has not yet come to hand. The "goat" fever has broken out very badly in all the Brooklyn clubs, and circus posters have gone up in price since A. B. B. began selling them.

#### ST. LOUIS.

#### "LINNEUS."

PERCY STONE recently started to rent a bran new Salvo tandem, and consequently tandem riding is quite the thing now. Klipstein and Miss Kate Medart have had one or two runs on it lately, and in each case covered between fifteen and twenty miles. As Miss Medart has never ridden before this is a very good showing, and her reputation is all the more enhanced by "Klip" declaring positively that he only did *his* share of the work.

THE renting of wheels is assuming large proportions here. Last Sunday the St. Louis Wheel Co. rented no less than thirty of them, and could have placed fifty if they had had them on hand.

THE final entertainment of the winter season was given at the at the Missouri Bi. Club's house Thursday. As usual the attendance was large, and all enjoyed themselves immensely. The managers have concluded to have these entertainments at intervals during the summer. The next one will be a Lantern Slide entertainment, at which the club's photographers will show fine views of pictures taken while on some of the runs, the whole to conclude with the usual hop.

THE Cycle Club held their annual meeting for the election of officers Monday, April 2, at their club rooms. The following were elected for the ensuing year: President, Geo. H. Lucas, re-elected; Vice President, Eug. Jaccard; Treasurer, Walter Tyler; Assistant Treasurer, H. W. Greenwood; Secretary, E. L. Mockler, re-elected; Captain, E. N. Sanders. At this meeting three active and two associate members were admitted to membership. The committee appointed to look up new quarters have not as yet succeeded in finding a suitable house, but no doubt will be able to do so before the lease of their present quarters expires.

STREET re-construction is going on at a lively rate here, but I am sorry to state that very little of it is asphaltum or Telford pavement. Grand avenue will be improved from Laclede avenue to Tower Grove park at a cost of over \$40,000. This will make this park easily accessible from all parts of the city. Tower Grove park has the finest roads in the State, and it reflects very creditably on the good sense and judgment of Mr. Hy. Shaw, who, when he presented the park site to the city, stipulated that a fund of no less than \$25,000 would have to be annually expended in keeping the roads and the park itself up to the required standard.

ACTING upon the suggestion contained in my last letter, President Brewster appointed Messrs. Douglas, Boker, and Chauvenet a committee to confer with the municipal authorities relative to leaving parts of certain streets unsprinkled before certain hours at morning and evening. The committee went to work at once, and on Thursday interviewed President Flad, of the Board of Public Improvements, in regard to it, who received them very graciously, and upon hearing their request, promised to bring the matter before the Board next Tuesday, when he requested them to be present, and do all in his power to extend the courtesies. It is to be hoped that the request will be granted, as many of the resident riders will give up riding if they could not use their wheel in going to and from business.

THE first run of the season of the Missouri Bi. Club took place Sunday, April 1, to Ballwin. It being Easter Sunday the attendance was rather light. In spite of this, seventeen Missouri men faced the wind, and reached Ballwin in time to enjoy one of mine host Busch's dinners. The Manchester road being freshly macadamized, a diversion was made to the Clayton road, and it followed to North and South road, where the Manchester road was again taken. The features of the run were Percy Stone's climbing of Sun-of-Gun on a Victor safety, and Hildebrand's like feat on a Columbia Light Roadster, and Bob Sharpe's strong attack on hen fruit. Messrs. Sharpe and Weil took their first long run with the club, and pluckily rode the entire distance. Both of these gentlemen have been regular attendants at Prof. Barron's gymnasium classes during the winter, and their riding showed the good resulting therefrom.

#### PITTSBURG and VICINITY.

#### "DUQUESNE."

THE McKeesport Club men elected the following officers for ensuing year: President, L. Hammitt; Vice President, J. D. O'Neil; Secretary and Treasurer, O. M. Hunter. After some talk, it was decided to give a gold medal to the member covering the greatest distance during the season, and a silver medal to the second man, also a gold medal for greatest distance in twenty-four hours.

AN applicant for a position on our police force had over eleven inches expansion, and will probably be refused. Next!

"ARIEL" labors under a mistake. I didn't offer to back Banker against Wilhelm; I am not around giving money away.

I MADE a mistake last week, the child-poet will ride a "Star" this year. You may now prepare for "An Ode to Sirius," or some equally ethereal subject.

HILAND AVENUE is in bad shape, and not likely to be repaired this summer. This will be hard on some butterflies who secure their mileage by riding from Penn avenue to the reservoir and return.

THE *Commercial Gazette* gives publicity to A. C.'s run to De Haven, and says it is their annual run. Inasmuch as they go to De Haven on nearly all their club runs, the use of the word "annual" is slightly ambiguous.

MESSRS. EDITORS, would like you to settle a dispute. Rowe, *versus* sprinter, distance 100 yards; which wins? It is claimed by the majority that the sprinter would beat Rowe, as he would lose so much on the start. The whole question narrows down to, can Rowe beat ten seconds? Can you tell us? [Rowe can beat ten seconds with a flying start, but it would be a question if he could do as well within two or three seconds from a standing start.—ED.]

#### BUFFALO.

#### "MERCURY."

THREE cheers and a tiger for Senator Laughlin, who has taken up a project which has been laying idle for over a year, and—but hold on! Let me state the cause of my crowing. The fact is, our worthy Senator has introduced a bill in the Senate at Albany, which provides for the location of a boulevard, 100 to 200 feet wide, to extend from this city to Niagara Falls. It names several prominent men from Buffalo, Tonawanda and Niagara Falls as commissioners to locate the boulevard. They will meet at the City Hall, Buffalo, June 15th, and organize: they are also instructed to report on or before Sept. 1st, 1888. A commission of three will then be appointed to appraise lands taken by the boulevard. If the bill passes all right, work will undoubtedly be commenced before the year is out. As I predicted before this, a cycling boom is in store for Buffalo. The *Commercial* states: "The bicyclists of this city have signified their intention of assessing each member of the L. A. W. in this State one dollar for the completion of the boulevard." Now aren't they a little too previous? Whether the plan will work remains to be seen. I hardly think it will, for this reason: There are some League members (and a very large "some") who will think twice before they give a dollar towards something from which they derive no benefit. I admit there are members whose liberality will not be questioned; I will wager they are in the minority. I would suggest, if I may be so bold, that subscriptions be solicited in the different cities of New York State, and I believe in that way more money would be realized than by the other plan. I don't see how the assessing of each L. A. W. member is possible; there is nothing in the constitution that provides for a thing of that sort. [Right you are.—ED.]

THE Ramblers are considering the advisability of renting more commodious quarters. The members expect to act in the capacity of "mine host" during the tournament this summer, and think the

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Detachable Handle Bar.	New Rubber Tires.
Spade Handles.	New Saddles.

present rooms too small to accommodate the large number of visiting wheelmen who will accept their kind invitation to make themselves perfectly at home.

PARDON me, Mr. Editor, if I again insert a pun in my squib; it is not of my making. I happened into Bowen's place the other evening, and noticing the Victor catalogues were issued in red and white covers, I remarked the fact to Bowen, and he replied: "Yes, I suppose they meant to have one, red outside and white within, and the other, white outside to be read (red) within." The office cat, which had been sleeping peacefully under the stove, let forth an unearthly screech and squirmed about in horrible agony on the floor. Three bicycles took a tumble.

HERE is something interesting to cyclers in general and "Dukesne" in particular. I wandered over to the domain in which the "King-pin of tournament managers" (I needn't mention his name; everybody knows him) holds forth, and probing that worthy sire, elicited the following information: He informs me that his plans are almost completed, and in answer to my inquiry as to which club, if any, will have charge of it, "the Ramblers," he replied, "and just as soon as my plans are perfected, I will make a formal proposition to them." He stated further, that he had a talk with C. J. Hamlin, the Driving Park magnate, and there are chances that he (Hamlin) will lay out a cycling track at his own expense, providing the tournament is held during the Fair and opening of the Exposition Building, which will occur some time during September. Ducker says the tournament will last four or five days. My half hour's conversation with him gave me enough enthusiasm to run a tournament all by myself. I hope to have more definite information in my next.

#### DETROIT.

#### "TWINKLER."

A HOME-TRAINER contest by members of the Detroit Bicycle Club took place at the club parlors on March 25. The affair was the more enjoyable as it was entirely informal. Nearly all the members took part, and the audible comments upon the riding of some, were more productive of mirth than of fast time. The best time made was by Lieutenant Lane, who made a quarter in twenty seconds. The Detroit Club has delightful parlors. Give us another contest.

PRESIDENT KIRKPATRICK has accepted the invitation of the Star B. Club of Detroit, and will be its guest at the division meet this summer. The meet will be held at Grand Rapids, probably in July.

ALREADY candidates for Chief Consul and Representatives are being discussed. There is a strong sentiment in favor of Mr. J. E. Beal of Ann Arbor, for Chief Consul. Mr. B. well deserves anything within the gift of the Division, or of the League for that matter. He is well known, popular, and an indefatigable worker. It is understood, however, that he will not accept office for next season on account of contemplated absence from the State, so we must look elsewhere. Now what's the matter with Mr. Clarence Lightner, President of the Detroit Club? Mr. L. is a man of much ability, and is "a hustler from Hustlerville."

#### NEWS

#### AND COMMENT.

J. FRED MIDGLEY will be actively on the road this year. He is under the care of Mr. Charles P. Daniels, one of the best trainers in the country. Midgley's mount will be the same as last year, the Springfield Roadster. He will not only ride on the road, but he proposes to take part in all the track events this side of Chicago. We also understand that Mr. Worden, who is now in the employ of the Springfield Bicycle Co., will place himself under the directions of Mr. Daniels, and also train for the coming season.

WILMINGTON, Del., is to have a bicycle track. It will also be used for pedestrian races.

'Tis said that Long Branch, N. J., will add to its many attractions, that of a bicycle track, the laying out and building of same to cost some \$25,000.

SPRINGFIELD claims to have been the birthplace of cycling, so far as this country is concerned. We would respectfully ask, where does Boston come in?

CAPTAIN JACK CRAWFORD, the "Poet Scout," author of the very clever character poem which appeared in our last issue, is now staying at the Adams House in this city.

THE English War Department have designed a uniform to be worn by the cycling contingent. It consists of a dark green military tunic and cap, faced with red, dark green knee breeches and stockings.

A TWENTY-MILE road race, between the New Bedford Cycle Club and the Taunton Bicycle Club, will be run on Memorial Day, for a trophy of \$50 value, subscribed by the New Bedford citizens.

A FRENCH nobleman is the latest one to dabble in the application of steam to a tricycle. He makes the usual claim that it is perfectly practicable, very light, and will maintain a speed of twenty-five miles an hour on good roads.

ROWE will not appear among the starters for the world's open one-mile championship to be run at Wolverhampton, England, April 23. Woodside, and possibly Temple, will represent the American contingent. Howell is named to start.

A BREATHLESS universe is awaiting the result of that \$30,000 match between Prince and McCurdy. There may be some "breathless" backers if there is any chance of repeating that Minneapolis affair in which Mr. McCurdy so prominently figured.

IN the final heat of the five-mile international race between Battensby and Rowe last month, at Agricultural Hall, London. Rowe beat the Englishman by "a few inches." So close was the finish that some discontent was shown by the spectators, as many thought that Battensby had it.

THE subject of our cartoon this week is Mr. C. K. Alley, one of the very best known riders in New York State. He has always been prominent in League matters, and has held the important position of Vice-president of the National organization. His New York friends will be especially pleased with this plate.

WE went out to Corey hill the other day. We found it there just the same as last year, and it had a sort of come-if-you-dare look on its high forehead which was not very encouraging to the prospects of Messrs. Shurman's, Wells' and Greenwood's chances of climbing the same on a bicycle twelve times without stopping.

THEY have got a one-legged man in Lynn, Mass., who can ride a bicycle, perform on the trapeze, or gyrate on the festive roller skate. This individual glories in the name of Prof. Erni. This has an Italian sound, but we would bet dollars to doughnuts that he hails from the vicinity of Cork, and that his name begins with Pat.

WILLIAM J. CORCORAN, the well-known trainer, will stay in this country and look after the ped, George Littlewood, in his six-day race to come off in New York. After this event, which will take place in May, Corcoran will assist Dr. Dole in his college athletics. Mr. Dole will back Crocker to ride three races with Rowe at Lynn for \$500 a side, on the return of these two men from England.

L. A. W. No. 551 writes: "In regard to aged riders, I would remark that I am 45 years of age, and have ridden a bicycle for two years. For three years previous I have suffered from kidney complaint, but thanks to the intelligent use of my wheel I am now as tough as steel and as limber as an eel. I shall be in Baltimore, and I hope to meet many of the older 'Knights,' and I hope to be able to demonstrate that I am as good and better than some of our younger brethren."

At a meeting of the Long Island Wheelmen held April 4, the Hon. A. C. Chapin, Mayor of Brooklyn, was elected to honorary membership. It will be remembered that His Honor the Mayor recently appointed Mr. Chas. H. Luscomb, Captain of the club, a Park Commissioner. The club gave a ladies' reception on Saturday evening, the 7th inst., at which Mayor Chapin was present. An interesting programme of music, recitations, and dancing was given. Among the performers were Mrs. Nellie Yale Nelson, leading lady of the Gilbert Dramatic Society, and Miss Vogt, pianist.

"QUONG WING," hailing from Denver, Col., writes: "The eyes of the Denver men were opened very wide by some correspondence in your issue of March 23, and we all wonder why the existing road records stand, with such men loose in the country as the seven who went on the San Francisco B. Club's *moonlight run*, and covered the first twenty-six miles in one hour and twenty minutes, this, too, with one mile of scarcely rideable road, which must necessarily have thrown them behind five or six minutes. We figure their riding better, or equal to the world's records, *ridden in daylight*. Perhaps their 'special Club Liar' broke loose, or the riders were timed by a Waterbury oil can?"

MR. W. C. COFFIN of Pittsburgh writes the following: "In a late issue of the B. W. WORLD I see that 'Dukesne' attributed my giving up the Victor Safety to the fact (?) that I could not keep my pedals from doubling into cow horns, or words to that effect. The fact, however, is that the pedals never gave me any more trouble than my full-fledged crank, but, through recklessness in jumping every gutter and other obstacle that I thought at all surmountable (without regard to the welfare of my wheel), I broke the saddle twice and any number of spokes, and then gave it up because of my own abuse of

it. Give the wheel the same treatment that you do your Light Roadsters, and I will put up my *pile* that it will outlast them."

THE Longwood Minstrels of Boston is composed of some of the most accomplished amateur performers in the country. Indeed, it can be truthfully said that the entertainment given by this troupe, composed as it is of some of the best-known society men of "The Hub," rivals those given by some of the foremost professional troupes. It goes, therefore, without saying that the volunteer entertainment given by several members of the "Longwoods" at the Boston club house, last Saturday, was one of the most delightful ever enjoyed by that club. The Boston club men cannot say enough in praise of the really excellent impromptu "show," and they are profuse in their thanks to the members of the Longwood Club, who so kindly volunteered to appear on that evening.

THE Scranton (Pa.) Bicycle Club have taken steps to become an incorporated body and also to purchase property on Washington Ave., 40x160, on which they propose to build a club house. They are a "cordial lot" out in Scranton, as the following from Secretary Jno. F. Roe will testify: "Fellow-wheelmen coming in our midst this summer will find us unable to extend the hospitalities of club rooms as of yore, but instead we extend the hospitalities of the whole city. Any wheelman by inquiring of the Secretary of the Y. M. C. A. or any hotel clerk will be directed to a member of the club who can entertain him in the saddle, and will take pleasure in doing so."

L. A. W. No. 7276 writes from New Bedford, Mass., as follows: "I note in your columns a clipping from the *Bl. News*, in which a man speaks of coasting a hill with folded arms at a two-minute gait, and which you seem to disbelieve. If it is the time you doubt, I have nothing to say; but, if it is a question of coasting "hands off," I would like to say that it is not anything extraordinary, as I have coasted half a mile with my hands in my lap, and I am the reverse of expert in riding. A friend of mine, who has been on my machine a half dozen times of a few minutes each, always folds his arms when he coasts, but, as he is very expert and can ride almost any kind of machine at sight, it is to be expected. My mount is a Rudge Bicycleette."

THE N. C. U. have made the startling discovery that the "Surprise Dart Safety Tricycle" is *not* a tricycle at all. This decision of the N. C. U. has completely upset all our notions of what a tricycle ought to be. We turn to the rules of the N. C. U., and we find they say a tricycle is "any machine three or more wheeled, two or more tracked." Then we turn to the cut of the Surprise, and we see a three-wheeled machine making three tracks!! The ruling of the N. C. U. is a positive proof that that organization can make black into white. With such power as this, the N. C. U. ought to be able to purify the rankest, most corruptible beat in the professional or amateur ranks into an amateur, guileless and pure. We know of a few specimens that we would like to see purified by this infallible and all powerful body which can decide beyond cavil, a tricycle to be a mowing machine, or bicycle to be a locomotive.

#### THE NEW SCIENCE OF WILL POWER AS APPLIED TO CYCLING.

THE article in the Boston Sunday *Globe* a few weeks ago on Christian Science or Mind Cure has led me to think what an excellent science this would prove to the cyclist if it can be successfully worked. I learn from this article that all things in their present state are the outcome of the Mind or Life of the human being. I am told that hunger, broken limbs, sickness, cyclones, and earthquakes are all creations of a diseased and perverted Mind; that such things do not exist, but are merely the emanations of a distempered imagination. These statements are rather staggering to one who has always believed that broken bones were a disagreeable reality, and that earthquakes and cyclones were affairs out of the controlling jurisdiction of man and his Mind. To the believer in the new and remarkable "ism," we poor mortals who have not yet been able to set a dislocated bone by merely "will power," are wallowing in the lowest depths of ignorance and darkness. I propose to wake up to the delightful possibilities this new theory presents, and tell you and your readers how I have experimented and intend to experiment, and show how I, with the Power of Mind well in hand, will neutralize all the discomforts I have heretofore thought I had encountered while riding a cycle. With this Power the header will lose all its terrors. What if I do knock out half a dozen teeth, and swallow them for that matter? What if my machine does become a wreck and my nose be denuded of skin? Bosh! it is all imagination, a trick of an ill-trained mind. No such catastrophe has occurred; my Mind says so, and I believe it, though I must

confess to a funny sensation on the end of my nose, a queer feeling in my insides where the teeth have lodged, and a sense of bareness pervading my gums. As to the damaged bicycle, my Mind, with a very little effort, straightens out the buckled wheel, the bent pedal and puts back in place the broken spoke. This is, we know, hard on the repairers, but what is the use of having a Mind unless I use it? When I have gotten this Mind of mine well in hand I expect to have great sport with those who have a Mind and do not know how to use it. How I shall laugh to myself as I see these poor benighted individuals toiling along against an imaginary head wind wrongly supposed, and wickedly reported by the weather bureau to have had a velocity of fifty miles an hour. My Mind will have decided that there is no head wind, or if there is it must be a fair one. How I shall chuckle when I see these same heathen struggling up a rough stony grade perspiring, groaning and swearing in an old-fashioned, mistaken manner. I shall have Willed that the grade or the bad surface do not exist except in the perverted imagination of my comrades. I shall will a surface as smooth as asphalt and as level as calm water. I tell you, Mr. Editor, I have allowed this old Mind of mine to have altogether too easy a time. It has got to work for a living now, and by the time the snow leaves the ground I and my educated Mind will surprise the boys. Oh, by the way, knowing that the snow and vile condition of the streets were "all in my eye," according to the new theory, I Willed that the streets be dry and smooth and then started out to ride. I must confess *sub rosa* that the old Mind did not work, as I was apparently aware that the ground was very wet, and that I appeared to cause much merriment on behalf of some passers-by. This, however, was of course imagination. If I was not a convert I should say my nose is very sore, but it isn't, that I am prepared to aver, even if I don't like to have anything touch it. I shall be obliged to give you full account of how I progress in getting my Mind tractable and docile. I am going to try it on my landlady and see if I cannot convince her that I am not six weeks in arrears. If I cannot do this I am afraid my Mind will have to take my stomach into partnership.

"CULTURE."

#### TO WILLIAM A. ROWE.

THE nation's eyes are on you,  
Billy Rowe;  
And we've millions bet upon you,  
As you go;  
Don't you let Dick Howell beat you,  
Or there'll be none here to "treat" you,  
For we'll be a bankrupt country,  
Billy Rowe.  
Let Richard do the *head*-work,  
Billy Rowe;  
Just *you* freeze on to the *ped*-work,  
Every show;  
Cut the pace out fine and large,  
And sail by that loitering barge,  
And show him you can travel,  
Billy Rowe.  
Do him up so jolly brown,  
Billy Rowe;  
That 'twill flatten London-town,  
Don't you know;  
Break the records by the mile,  
In your good old Springfield style,  
And come home like Julius Cæsar,  
Billy Rowe;  
The fire-works are waiting,  
Billy Rowe;  
And the prospects are elating,  
You should know;  
For a grand jubilation,  
In your honor, by the nation,  
And "with cards" to All Creation,  
Billy Rowe.  
You shall live on milk and honey,  
Billy Rowe;  
With the "Surplus" for pin-money,  
—All free blow;  
You shall revel like a lord,  
And the nation pay your board,  
If you'll ONLY DO UP HOWELL,  
Billy Rowe!  
PEDALS.



C. K. Alley, of New York, on the Columbia Light Roadster.  
BICYCLING WORLD AND L. A. W. BULLETIN, PLATE No. 3.



## EUROPEAN TOUR.

To my many cycling friends, and other readers of the B. WORLD who may be interested, I would say that I am now making arrangements for a European cycle tour for a party of twenty-five, to take place during the summer of 1889. The route will be across Ireland, England, France, Switzerland, down the Rhine to Antwerp, where steamer will be taken for England. The party will leave America the latter part of May, 1889, and be gone about three months. At both London and Paris (World's Fair in latter city) halts for a week or more will be made. I should be pleased to correspond with those wheelmen who take interest in the contemplated trip.

Your truly,

F. A. ELWELL,  
152 Pearl St., Portland, Maine.

## WE OFFER A MEDAL.

THE "aged riders" are waking up, and records of rides are being received right along. The latest is from Indiana, and is as follows: "Last June I. C. Doan, of Richmond, Ind., aged fifty years, rode a light roadster to Indianapolis (seventy miles) in the forenoon. At the end of the first fifty miles he made a ten-mile spurt in three-quarters of an hour. The same afternoon he rode out to Crawfordsville, forty miles further. Next day rode sixteen miles, visiting the Crawfordsville road race, returned to Indianapolis by rail in the evening, and jogged back to Richmond next day on his wheel, and was neither stiff nor sore. Entire riding distance, 196 miles. Put him among ye ancients." In connection with the above we have it on good authority that Mr. McCune, President of the Springfield Bicycle Co., thinks nothing of his sixty miles a day at a ten-mile clip. By all means let us have a veterans' race at Baltimore, Md., next June. In order to bring about the event, we hereby offer a gold medal to be competed for at Baltimore during the June meet of the L. A. W. on the following conditions:

Age of rider must be forty-five years or over; distance to be covered, two miles; any form or type of road machines, only, to be used. Entrance free, but entries, with age and machine to be used, must be received at this office by May 20th next.

## THE HILL CLIMBING CONTEST.

WE learn from the *Athlete* that arrangements between Greenwood and Wells have at last been completed, and we are told that: "The first contest will take place on Kimmswick Hill, St. Louis, on Saturday, June 30th, or on the following Monday in case of rain. The second contest will be held on Eagle Rock, July 28th, and if a third race is necessary it will take place on Corey Hill the first week in August. The rules will be the same as those usually governing hill-climbing contests, the man climbing the hill in the quickest time to be declared the winner. In case either contestant is thrown out by an accident to his machine, he will be allowed to repair the damage and make another trial. The winner of two out of three races will be declared champion of America. The loser will pay the railroad and hotel expenses of the winner, and also the entire cost of the \$50 championship medal." We are of course personally sorry that the contest on Corey is made provisional, but we hope that each man will prove successful on his "native hill," so that Corey will be the scene of the deciding battle. In the meantime we should like to hear from Mr. Wells as to the proposed match between himself and Mr. Shurman of Lynn? We are advised that Mr. Shurman thinks "12 times up and down Corey" within his capacity. We hope this fact won't discourage Mr. Wells.

## A NEW FIRM IN THE BICYCLE MANUFACTURING BUSINESS.

THE Warwick Cycle Mfg. Co with factory and headquarters at Springfield, Mass., is a new firm in the country, but the name of Warwick as connected with some of the most valuable improvements in construction, is by no means a new or an unknown combination to most of our readers. The President of the American Company, Mr. George T. Warwick, is the son of Mr. Thomas Warwick, of Birmingham, England, the patentee of the celebrated Warwick rims and backbones. This English firm, is probably, one of the most extensive and successful makers of bicycle material in that country. For some time past Mr. George T. Warwick has been in this country looking the ground over, and the results of his investigations have brought about the establishment of a firm to manufacture cycles in the United States. As yet the new concern have not made any public announcement as to their products, but in a general way we learn that rubber cushions are to be used in the construction in a way to minimize the jar as much as possible.

The backbones and the rims will of course, be of the celebrated Warwick patents; the bearings will be ball with vertical adjustment. There will be several new features included in the new machine, among which will be an improved way of detaching handle-bar, putting in spokes, the details all of which will have attention in full when the company are ready to announce. The officers of the company are: President, George T. Warwick; Vice-president, D. L. Swan; Treasurer, George K. Tapley; Secretary, Fred. R. Swan. The machinery for manufacturing is being constructed, and the company hope to be running by May 1. They manufacture a full line of bicycles and also tricycles. They will also make spider-web wheels for carriages. These wheels will of course be stronger than the bicycle wheels and there will also be a rubber cushion at the end of each spoke.

## THAT FATAL ACCIDENT.

THE death of Mr. Edward A. Paul last Monday week, has caused a great sensation among wheelmen in Washington. As we went to press one day earlier last week, the news and particulars failed to reach us in time for publication. The facts are briefly: At about 5.30 Saturday week, Mr. Paul started out on his bicycle to ride to Whitney Close; on his return and nearly opposite his house, No. 2410 14th street, a colored man riding a horse at a furious pace, ran Mr. Paul down, throwing him to the ground and fracturing his spinal column. Mr. Paul retained his consciousness almost to the last, although below his shoulders he was completely paralyzed. At the time of the accident Mr. Paul was on the proper side of the road, and there was plenty of room for any vehicle to pass. Eye-witnesses say that Chase was urging his horse; on the other hand Chase avers that the horse became unmanageable, and that he could not control its speed or direct its course. Chase was arrested and released on bail, but on the death of Prof. Paul he was rearrested to await the coroner's verdict. Professor Paul was the Principal of the High School. Action was taken by the Alumni of the High School, and his funeral was largely attended by school officials, also by a large number of cyclists. Prof. Paul was a young man, being in his 33d year; he was born in Haverhill, Mass. The "Capital Club" called a meeting and took steps to raise funds to carry on and prosecute the case. Much indignation is felt by all at Chase for his reckless riding, and the awful results thereof. We requested information by wire as to coroner's verdict, but up to the time of going to press we have received no word.

LATER.—Since the above was written and put in type, we have received advices, that the Coroner's Jury has returned a verdict that Edward A. Paul came to his death through a collision caused by the careless and reckless riding of James M. Chase. Chase will be held for action of Grand Jury.

## RACING IN PHILADELPHIA.

YOUNG McDOWELL, the Philadelphia professional, was tendered a benefit Saturday evening, at the Elite Rink, by the South End Wheelmen. The races: One-mile, Pennsylvania Club,—Halsted first, in 2.57 3-5. Fuller dropped out.

One-mile, South End Wheelmen—Betchold had a walk over. Time, 3.12 4-5. Bailey had also a walk over in the one mile, Century Wheelmen. Time, 3.04 2-5.

One-mile, Camden Wheelmen—Weaver first, 3.09 2-5. Potter second.

One-mile novice—H. M. Green, first, 3.16 3-5. Draper a close second, 3.17.

One-mile open—Halsted first, 3.03 2-5. Potter second, 3.06 4-5.

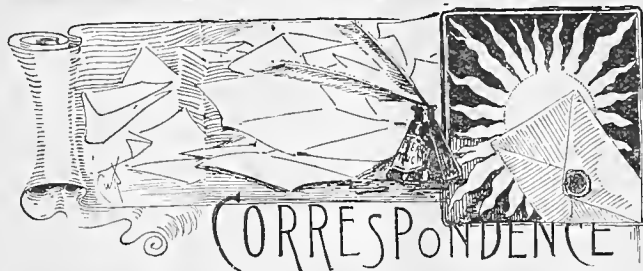
One-mile inter-club between Bailey, of the Century Club, and Halsted, of the Pennsylvania, won by the latter in 3.04.

There was also some fine fancy riding by J. M. Stout, the deaf mute rider of New York, solos by Prof. Kennedy, and some remarkable shooting by Medis the Rifle Queen.

The officers were: Judges, W. D. Roberts, C. A. Snyder; timers, Frank Kohler, W. D. Supplee; clerk of course, J. A. Green; starter, G. N. Strong; referee, J. A. Wells.

"We were glad during the past week to make the acquaintance of J. Purvis-Bruce, the Scotch-American correspondent of the BICYCLING WORLD, who up to now has been only known to us by his writing under a *nom de plume* ('Gentleman John'), which raised our wrath each time we came across it. Mr. Bruce is a most amusing companion, and we can understand now the many complimentary things that have been said about him at various times by our American and English exchanges, and we hope to see a good deal more of him before he leaves these shores. There is something about his

face, surmounted by its curly head of hair, and light tweed-covered figure, which seem to make him on the best of terms with everyone, and now he has discarded his *nom de plume*, we shall have the very greatest pleasure in meeting him, if not in every-day life, in the pages of the leading American cycling paper." The above we take from *Bicycling News*. We must ask our good friends of the *News* to pardon us, but the wording of the above would indicate that Mr. Purvis-Bruce has taken to wearing a "light tweed-covered figure" above his face! We have tried to figure the thing out, but we become perplexed and bewildered trying to imagine the genial Scotch-American "upside down and every way." Now we expect to get a lesson on punctuation from Mr. Harmsworth, but the off-hand reading of the above paragraph struck us on our funny side, and we hope there will be no reprisals inflicted on us and ours for our temerity in thus jokingly alluding to above kindly notice of Mr. P.-B.



### "BOYCOTT CORBIN."

*Editor Bicycling World and Bulletin:* Dear Sir—Right heartily do I indorse "Wing-Foot" in his article against Corbin and his pet monopoly, the Long Island R. R., and bitterly do I regret my numerous shekels that have gone to enrich it. Now as there is no law, or power in the League to give us redress, nor, as I opine, any great superfluity of cash in the treasury to conduct such a fight, why cannot we boycott Mr. Long Island Corbin by building a cinder path from Brooklyn to Jamaica, where good riding commences, by popular subscription, as wheelmen have done in other parts of the country?

I am sure that this can be done for a much less sum than what we spend for transportation in one season, and I for one will do my level best to promote the scheme financially and otherwise.

Won't you kindly give this space in the *WORLD AND BULLETIN*, so that some one or more well known wheelmen who will give weight to the undertaking, will take it up in a manner to place it before our brotherhood? I would gladly start the ball rolling myself, but am at loss how to proceed, and indeed, this is the first time I have raised my voice in the interest of our fraternity, much as I may have been tempted to do so before.

L. A. W. No. 14763.

Brooklyn, April 4th, 1888.

[We shall always be glad to hear from you.—Ed.]

### THE ROADS QUESTION,

*Editor Bicycling World:*—I must say I certainly agree with Brother Ratchet, of New Jersey. Certainly we must all admit our poor roads keep back the bicycling fraternity from numbering thousands, aye, tens of thousands, more than they do at present. The long-headed wheelmen do not expect to see the millenium for bicyclists come, after a few determined but short efforts on their part to secure advantages and rights essential to the rapid increase of wheeling and wheeling-interests in the United States. The old adage, "what is everybody's work is nobody's work," holds true here, as elsewhere. A "live committee," not in each State, but in every Territory containing so many wheelmen, would, I am sure, at least serve as a nucleus, from which in ten years, possibly in five or even less time, a wide-spread and determined movement in the interest of good roads would sweep over the country, leaving in its train good roads, provisions for keeping them good, and a multitude of bicyclists arising in every town and village. From my own observation, I have arrived at the conclusion that the prejudice and indifference of legislators and farmers which has in the past kept our roads in such a deplorable state arises chiefly through ignorance. In every division the Chief Consul could select from a large class of able writers a few of the most enthusiastic, who could be relied upon to keep the local papers supplied with articles clipped from wheeling periodicals, dwelling chiefly on the benefits to be derived from good roads by farmers, who must use this means to obtain a market for their goods, and in fact by all owners of horses. In every State Legislature men can be found able and willing to pro-

pose a bill for the improvement of roads. All that is needed is pressure brought constantly to bear upon our noble (?) politicians. And that pressure can be laid on best, in my judgment, when particular bicyclists feel an especial responsibility in the matter. If we would change the character of the broad river we must begin at the fountain head. If we can succeed in localities, if we can educate people generally to realize the benefits accruing to them through improved roads, it is not an impossibility we may see in the future, even so seemingly radical a plan as that proposed a few issues back, namely to devote the surplus in the United States Treasury to the bettering of our roads, prove a glorious reality. Let us keep this matter constantly before us, and who has ideas, let him express them in the *WORLD*.

L. A. W. 7504.



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THE actual capacity at one time of the enameling furnaces of the Gormully & Jeffery Mfg. Co. is one hundred complete bicycles.

WE are pleased to learn from the Holmes Co., that the demand for their excellent line of goods especially adapted to the cyclists' use, is very large this year. Riders should place their orders soon, and not wait until the season is really opened.

If you desire to ride safe and attain speed, climb hills with ease, ride rough roads with but little vibration, buy the 1888 pattern Springfield Roadster. \$75.00. \*\*\*

IT is stated that, out of the many hundreds of Columbia Light Roadsters that were fitted with the tubular rear fork during 1887, not one has been known to break or twist. This is one of the specialties for 1888.

THE Rudge machines gave such satisfaction last year that, beyond a few minor details, it has been difficult to improve them, and their sterling worth will be well appreciated by the riders who desire a high class English mount.

MR. VICTOR R. PYLE, of Wilmington, Del., reports that he holds the Third St. hill records for that city on a Springfield Roadster.

C. J. BROWN, of Florence, Mass., has taken a travelling position for the Springfield Bicycle Co., in place of Geo. M. Hendee who has gone to Chicago to assist C. F. Stokes in representation of the Springfield Roadster in that city. Mr. Hendee reports prospects and business good.

OUR Philadelphia correspondent reports on trade from his standpoint as follows: "Messrs. Tryon & Co. sold twenty-one Victor safeties last week, and five light roadsters. That's how cycling is booming this season, and the safety in particular. Mr. H. B. Hart also reports an increased demand, and prospects were never so good for a lively trade. I had a letter from Mr. C. R. Overman last week dated from Fort Wayne, Indiana, in which he tells me that they alone have booked over four times as many orders as last year."

ONE HUNDRED DOLLARS buys the 1888 pattern Springfield Roadster, with ball-bearings all round; two rows of balls on each side of front wheels, two rows on each clutch-shaft, and one on each side of front wheel; two rows on each clutch-shaft, and one on each side on rear wheel, with our overlapped side-fork fastening, which makes a very rigid and firm anti-fraction bearing. \*\*\*

It is deemed by the makers that the American Light Champion is the highest of the light roadsters, a 54-inch '88 pattern, with all on, weighing but 37 1-2 pounds.

THE Rover, made by Starley & Sutton, is one of the strongest all-round machines made. Messrs. Starley & Sutton have always insisted that the "five-side" frame was the only proper one to use in this type of machine. That they are nearly correct is proven from experience of other makers. We expect to see a good many of Starley & Sutton's machines in the United States this year.

THE New Mail pattern for 1888 has been tried on the road this season, and a well-know rider was heard to remark that "it was the easiest-running machine he ever bestrode." This must be an exceedingly gratifying verdict for Messrs. Read & Sons, as they have aimed conscientiously to make the bearings of the New Mail as fine as human ingenuity can devise.

THE Rudge Crescent Tandem for 1888 shows many improvements in details, and the splendid advantages of this machine were warmly appreciated by its many riders last year.

THE Gormully & Jeffery Mfg. Co. have recently added a retail department to their factory. A handsome store has been provided on the main floor, and a full line of the American cycles, in every variety and finish, silently solicits the patronage of any visiting customer, though a competent salesman is in charge.

MR. Ross, of W. B. Everett & Co., has just returned from a short but exceedingly successful trip Westward. Mr W. A. Doane, late of Stoddard, Lovering & Co., has accepted a position in Denver, Col., with W. L. Van Horne, and will push the Apollo in that vicinity.

THE inquiries made through the mail and personally to William Read & Sons by riders for information in regard to the Ivel Safety have been very numerous, since it became known that that firm were to handle this celebrated machine for this country. American riders should congratulate themselves that these wheels can be bought in the United States. If it is true that imitation is the highest kind of flattery, then Dan Albone ought to be happy, as the Ivel's lines have been carefully copied by more than one prominent maker. See our advertising columns for the announcement of this machine.

MR. R. OVERMAN has just returned to town, after an exceedingly successful trip out West. In fact, Mr. Overman says that business has never been so good with his firm as it is this year.

OUR St. Louis correspondent writes: "Mr. J. B. McCune, of the Springfield Bicycle Mfg. Co., paid the city a visit on April 3 and 4. He brought on a 46-inch Springfield Roadster with him, and requested Hal Greenwood to give it a trial. Hal at once complied, and in company with Mr. McCune rode out to Son of a Gun Hill, to test its qualities. Although Hal had been on this machine but once before, he had no trouble in climbing Son of a Gun with ease. After this performance he tackled the "Undertaker," a much steeper grade, and succeeded in climbing it two rail lengths beyond Arthur Young's mark. This is indeed a wonderful performance, and in a way establishes the reputation of the wheel, as being a hill climber, par excellence.

WE understand that the Kingston Knitting Company, are receiving many compliments from buyers of bicycle and Athletic goods for their elegant styles and excellent fitting garments, and their very reasonable prices.

THE English papers assert that Rowe will ride a new Rapid in his forthcoming races.

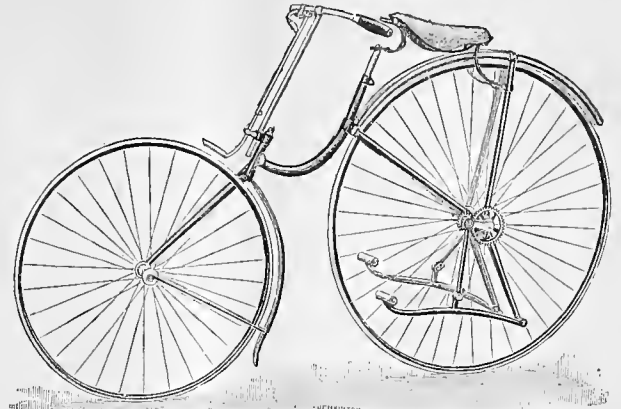
H. SQUIRES, of 178 Broadway, New York, and Strong & Green, of Philadelphia, will handle the Club Cycles for the coming year. The Coventry Machinists' Co. have just received an invoice of light 36-inch Marlboro's.

THE new check-nut and duplex screw which is fitted to the heads of the Columbia Light Roadster and Expert will convince any rider who advocate ball heads that, so far as keeping the head tight, these two improvements render that part of the machine as perfect as possible.

WE would remind Grand Rapids Star that this paper does not recognize anonymous communications. On receipt of name we shall be pleased to have our anonymous friend's letter put in type.

MR. ALICK HILL, of the Coventry Machinists' Co., has started on his business trip through this country. He has already made it evident that the Club bicycles will play a very prominent part in the total sales of machines made in the United States during the season of 1888.

## THE FACILE SWALLOW.



Julius Wilcox, Importer, 33 Murray Street, New York.

The front-driving Geared Facile is identical with the familiar ungeared in shape and proportions (40 and 42 being the usual sizes), and in appearance is not distinguishable from that at a glance, as the only visible differences are in the small gear-wheels added and the slightly longer levers. Both the front and the rear-driving patterns were delayed in 1887, by some changes required in the patent geared axle, which has cost \$5,000 to perfect, said to be one of the most beautiful pieces of mechanism ever put into a bicycle. In a general way, the rear-driver may be called a Facile reversed, the rider facing the back wheel and pushing that first. The driving axle is double, consisting of a hollow one connecting the hubs, and having as a fixture with it and the left hub the larger of the two-toothed wheels, outside the fork; within this hollow axle is placed the usual solid one, having the cranks on its ends. The inner axle runs freely and independently within the hollow one, and connection for the driving is made by the smaller toothed wheel, borne on the end of left crank, which transmits power to the larger toothed wheel. The left lever pulls down on this small pinion; the right lever in turn lifts it up, transmitting power through the solid axle and left crank, both levers driving alike. The effect is that, while the cranks and solid axle make one turn, the hollow axle and the wheel make one and a half.

The frame of the Swallow is wholly unlike any other machine. It consists of two Y's with their tops meeting above the wheel, and joined there by a  $\Pi$  tube, which serves as a backbone and also (being concave on its under side) as a mud-guard for the wheel. The single arms of the Y's form extensions for the levers, which are a little lengthened to offset the gear, the crank remaining the usual Facile length, three inches. A short curved tube carries the front of the saddle, and on its forward end the steering neck. The brake is a "plunge," the spoon having extra length to offset its working on a smaller wheel. The handles have a backward inclination. Handle-bar and brake-lever adjust together in height, and for convenience of stowing or packing are easily swung round parallel with the wheels, or removed altogether. Step (not shown in cut) is on extension. Lamp will be borne by a spring carrier on front fork. Foot-rests are not shown, but will probably be attached just back of the head, where they will have the peculiarity of not being interfered with by the turning of the wheel. Saddle is a special one, borne on three springs, supported on the three upright tubes, and adjustable in height. Steering-wheel is 28 inches; the driver varies from 36 to 42; the standard size—38, geared to 57—will fit nearly all persons.

Entire frame, including handle-bar, levers and connecting rods, is weldless steel tubing. Spokes are usually direct, and rims solid; but tangent spokes with hollow rims may be used. Head is the matchless "Abingdon," bearings are the Facile double-ball, every bearing being adjustable ball; the axle runs on five rows, and the machine contains in all 240 balls, the largest number ever put into a cycle. Finish, polished enamel with nickel trimmings.

The front fork has great rake, but the centres are in line with the point of contact with the ground; steering is all that could be desired, and the machine can be ridden without hands.

In material, construction and finish this machine is as fine as can be produced, and it may be added that riders whose ideas of the Facile are based on the machines of a couple of years ago are not aware of the progressiveness and improvement in them since. Increased skill is shown in them in many points; for instance, not only in the "Abingdon" ball neck, but in the insertion of the ends of the tubes into the solid lugs, instead of vice versa, the result being to not only improve the brazing, but to protect the tube ends from burning in the process. This particular "tip" was found on the Humber machines at this year's show by the representative of one of the cycling papers, and was by him innocently credited to "the wonderful mechanical genius of Mr. Humber," whereas it was seen in last year's show on the newer Facile patterns, and has been used by them ever since.

The following points of superiority over the chain machines are claimed for the geared Faciles by the makers, and are enumerated by the importer as follows:

1. Position of rider, the Facile action being fully vertical, on rising as well as descending pedal.
2. Shorter stroke; with a 6-inch crank and average gearing, the foot on the chain machine goes 37 3-4 inches to drive the wheel 170, while on the geared Faciles it goes only 24 inches and drives the wheel 188 1-2.
3. Much easier as well as slower and shorter stroke.
4. Tread the narrowest ever attained, which in part accounts for the easy running.
5. Greater speed, with riders equally matched.
6. Better on hills, notwithstanding the gear averages six inches higher.
7. Less vibration, the wheels not being so extremely small.
8. Pedals do not go so near the ground, hence less liable to strike stones.
9. Lighter in weight, not because more slightly built, but because having fewer parts.
10. Bearings entirely escape the special and severe strain which those of the chain-wheel and driving-wheel must bear from the pull of the chain.
11. The gear wheels have less friction than the chain, and are much less exposed to trouble from mud and grit.
12. The gear wheels need less lubricating, and this is done more easily.
13. The gear wheels are easily cleaned.
14. The gear is noiseless, which a chain is not, and the Facile has no rattle from guards.
15. The Facile gear excels the chain in durability.



ABBOT BASSETT, Secretary-Editor.

MUCH has been said in the press concerning the Kentucky bill, prohibiting cycling, and it has been stated that the League was doing nothing in the matter. It is not with the blare of trumpet and the beat of drum that the League does its work, and in this case, as well as many another, a deal of quiet work is going on. The Rights and Privileges Committee took up the Kentucky case a long time since, and immediately communicated with the Chief Consul of Kentucky, giving instructions as to advised methods of procedure. The Chief Consul and the Committee are now in communication with the authorities, and vigorous methods will be pursued as soon as the necessity for action appears.

SINCE the above was written we have this from the Chief Consul of Kentucky: "The bill introduced in the Legislature prohibiting cycling on the Kenton County roads was refused to be acted upon by the committee to whom it was referred. Another victory!"

PRESS of business forces Chairman Cooley, of the Racing Board, to retire, after months of valuable service to the League. His election to be Mayor of North Plainfield may have something to do with the step he has taken. Mr. Caesar once remarked that he had rather be the first man in his native village than to be the second man in Rome, and Chairman Cooley may have the same idea. He will be succeeded by Gerry Jones, of Binghamton, who has been a member of the Board for several years, and who is well fitted for the position.

THE wheelmen of Washington are much exercised over the death of Mr. Paul, the principal of the high school, who was run down on his cycle by a pair of horses. A meeting was held at the quarters of the Capital Bicycle Club to take action to secure a thorough investigation. There was general condemnation of the recklessness of drivers in the streets of Washington, and a committee was appointed to collect testimony and employ legal assistance in the prosecution of the driver who ran down Mr. Paul. The lady riders sent resolutions of sympathy with the movement. Quite a sum of money has been raised to prosecute the case.

PENNSYLVANIA wheelmen who have been asked to serve as local Consuls, and those who have been requested to make

arrangements with hotels, looking to their appointment as League hotels, are requested to fill out the blank postal cards sent them, or to communicate with the Chief Consul at once, in order to expedite the issue of the road book, which is to contain a full list of Consuls and hotels.

#### MARYLAND APPOINTMENTS.

"The Cabin John Bridge Hotel" is hereby appointed League Hotel, at Cabin John Bridge, Md. Regular rates \$3.50 per day; rates to L. A. W. members, only on presentation of membership tickets, \$2.75 per day, or 75c, each for breakfast, dinner and supper, and 50c. for lodging.

Local Consul.—Mr. G. Herbert Beckley is hereby appointed Local Consul for Reisterstown, Md.

To Consuls of Maryland Division.—All Consuls of this Division are hereby reappointed to September 1st, 1888.

Fraternally,

A. E. MEALY, Chief Consul.

#### APPOINTMENT RACING BOARD.

Dr. J. H. Cooley, owing to pressure of professional duties, having resigned as member and chairman of Racing Board, I take pleasure in appointing as his successor as chairman Mr. Gerry Jones, Binghamton, N. Y., who is already a member of the Racing Board and thoroughly familiar with its workings.

T. J. KIRKPATRICK, President.

#### Nominations for Chief Consuls Wanted.

The Chief Consuls for the States of Colorado and Wyoming having failed to renew their membership in the L. A. W., I now declare their offices vacant. I would be pleased to receive nominations for the offices from the members in these States. Please make them at once.

T. J. KIRKPATRICK, President.

#### IOWA APPOINTMENT.

H. B. Cropper, Esq., has been appointed as representative for this Division, to fill vacancy caused by the non-renewal of D. G. Kirschbaum.

ROBT. L. THOMPSON, C. C. Iowa Div.

#### To the Maryland Division, L. A. W.

As it is very important that our membership should be largely increased within the next few months, I would especially request that each and every member of this Division put forth his every effort to secure new members. If you know any wheelmen who are not L. A. W. members, or know of any such parties, kindly send me their names and addresses at once; then call upon them in person. In the meantime I will have sent them some printed matter that may assist you materially in securing their applications. Let every member of this Division enter into this work, with the determination that he will do his share toward bringing our State to the prominent place she should occupy. You have the material to work on, and all it wants is a little effort on the part of our present members. So come forward every member, and do your share, and thereby increase your own personal benefits. Every new member of the Division secures more advantages for each and every member.

Fraternally yours,

A. E. MEALY, Chief Consul.

1521 Eutaw Place, Baltimore.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 134—Total 158—9010.

BOSTON, April 13, 1888.

CALIFORNIA DIVISION—2—313.

Unattached.

18114 Dyer, M. L., Los Angeles.  
18115 Hoyt, F. T., Jr., Box 2078, San Francisco.

CANADA—1—8.

Wanderers Bicycle Club.

18116 Foster, Fred, 13 King St., Toronto.

COLORADO DIVISION—2—42.

Denver Ramblers.

18240 Calderwood, J. Macdonald, 1316 18th St., Denver.

18241 Tucker, John L., 1244 California St., "

CONNECTICUT DIVISION—2—388.

Unattached.

18242 Law, W. H., 55 Crown St., Meriden.

18117 Wilcox, H. P., Stamford.

DISTRICT OF COLUMBIA DIVISION—11—80.

Capital Bi. Club.

18120 Boteler, Frank M., Box 209, Washington.

18118 Wilson, Lewis D., 21 3d St., N. E., "

18127 Wilkins, Ben T., Jr. "

Washington Cycle Club.

18119 Atwater, Mrs. Geo. S., 2304 Pa. Ave., "

18122 Dolan, P. V., 1410 Pa. Ave., N. W., "

18126 Weber, D. E., 1246 8th St., N. W., "

Unattached.

18121 Dodge, Herbert A., 717 A St., N. E., "

18123 Smith, Mrs. Wm. E., 1827 Vermont Ave., Washington.

18124 Town, C. E., 1st Aud. Treas., "

18125 Toney, J. M. G., 1315 10th St., N. W., "

18128 Tegeler, Miss Ella M., 716 12th St., N. W., Washington.

GEORGIA—1—15.

18243 Ingram, T. L., Columbus.

ILLINOIS DIVISION—13—500.

Streator Wheelmen.

18216 Colley, Lisle R., 55 River Ave., Streator.

18217 David, Lester W., 41 Main St., "

18218 Elder, Edgar B., 2 Bloomington St., "

18219 Holmes, E. S., 9 Main St., "

18226 Vanloon, E. C., 40 Main St., "

Ottawa Cycling Club.

18129 Estabrook, Geo. P., Ottawa.

18130 Hess, Louis W., "

18131 Lynch, Thos. J., "

Unattached.

18132 Fitzwilliam, Wm. R., Bloomington.

18133 Locher, Harry M., "

18134 Lowentrou, Otto A., "

18244 Finker, Chas., 182 Dearborn St., Chicago.

18221 Farrell, Felix E., Jacksonville.

INDIANA DIVISION—3—165.

Terre Haute Bi. Club.

18222 Griffith, V. N., 520 Wabash Ave., Terre Haute.

Unattached.

18223 Chase, Frank W., La Fayette.

18134 Wright, Nat C., Connersville.

IOWA DIVISION—7—114.

Dubuque Wheelmen.

18136 Blockinger, Albert H., 110 Broadway, Dubuque.

18137 Eckert, Frank B., 230 Bluff St., "

18138 Grievish, Ed. W., "

18139 Guyett, Rod. G., Box 256, "

18140 Herrenig, F. L., L. Box 17, "

18141 Sears, Nathan F., 1592 Locust St., "

18142 Upton, Chas. N., "

KANSAS DIVISION—1—108.

Unattached.

18245 Schwinn, Benj. F., Fort Scott.

MARYLAND DIVISION—23—298.

Baltimore Cycle.

18224 Abbott, C. F., 302 So. Chas. St., Baltimore

Hagerstown Bi. Club.

18143 Beck, J. Ed., Hagerstown.

18144 Dayhoff, Harry E., "

18145 Grove, Clinton R., "

18146 Hays, Chester P., "

18147 Hays, R. M., "

18148 Kelley, Malcolm S., "

18149 Lechleider, Martin L., "

18150 Lutz, Thos. W., Box 1, "

18151 Miller, Emery H., Drawer L., "

18152 Mobley, L. R., "

18153 Mobley, W. B., "

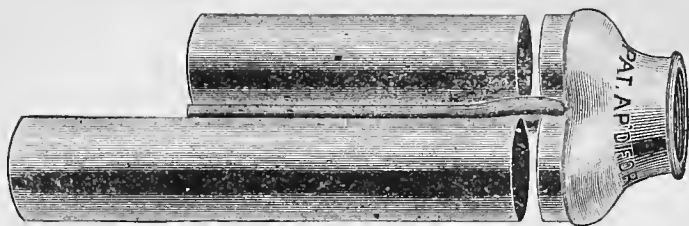
18154 Miller, A. W. S., "

18155 Morrison, W. B., "

Unattached.

18156 Stackhouse, Geo. F., care of W. S. Bomberger, "





**Duplex Whistle. Price, 50 Cents.**

Tone loud and clear, with none of the harsh, grating sound usual to whistles designed for this purpose. Riders who have used the old Duplex Whistle have found it to be very inconvenient on account of the great amount of force required to produce the sound necessary to be heard at a distance. This is entirely overcome in these new whistles, as the very slightest effort is all that is required to blow them. Address all orders to

**Springfield Bicycle Mfg. Co.,**

*Ask Your Dealer for*

## The Springfield Roadster Whistles

AND

## Yost's Air-Drying Enamel.

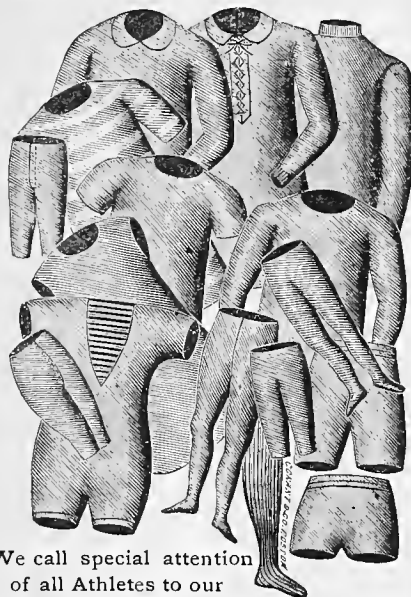
The Best Ever Offered. 50 Cents per Bottle.



**Single Tube Whistle. Price, 40 Cents.**

**No. 9 Cornhill, Boston.**

## Jersey-Fitting Underwear Co.



We call special attention  
of all Athletes to our

## Jersey - Fitting Garments

Each Garment in above cut we make in

**\$3.00**



**Per Pair.**

## TOULMIN'S BUFFALO BICYCLE SHOE,

Is made of the finest genuine Kangaroo or Dongola in any size or width.

Greatly improved over 1887 Shoe; is the lightest, strongest and easiest shoe made.

Send for Circular.

Liberal Discount to Clubs and Bi. Agents.

Also Manfr. of the celebrated

Buffalo Base Ball Shoes.

**W. B. TOULMIN,**

77 Seneca Street, Buffalo, N. Y.

## JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals.



**TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK.** By Henry Sturme. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents, by mail. There will be no edition of this book for 1885.

**BICYCLING NEWS**—the Cyclers' Illustrated Paper—Every week by mail for a year, \$2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

**TRICYCLING FOR LADIES.** By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents.

**TWO PILGRIMS' PROGRESS,** "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Discovered the manner of their setting out, their dangerous journey and safe arrival at the Desired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, \$1.60, post paid.

## A. G. SPALDING &amp; BROS.

## Of Interest to Cyclers.

Well, here we are!!

And we've come to stay, too.

We propose to have SOMETHING of interest to say to you each week; something FRESH and READABLE.

To commence with, it will not be amiss to call your attention to our REPAIR SHOP and unexceptional facilities for repairing wheels. If you wish anything done in a thoroughly workmanlike manner we can accommodate you.

We not only claim to do repairs as they should be done, but we also claim to have the best line of wheels in the world.

The VICTOR-BICYCLE, TRICYCLE and SAFETY

VICTOR CYCLES are not NEW.  
Victor Cycles are not CHEAP.

For six years they have compelled the esteem of the best riders in the land.

Though thousands make up the family of Victor riders, it is yet an exclusive family, composed only of those who appreciate the fact that it is genuine economy to buy the best.

As the horseman is judged by his beast, so is the cyclist by his wheel.

"The apparel oft proclaims the man;" and to-day, he who rides a Victor is looked upon as a wheelman of judgment. His choice is sufficient proof that he appreciates merit.

## WHETHER

Mounting the hill,  
Coasting the grade, or  
Spinning the long miles, the

VICTOR IS NOWHERE LESS THAN VICTOR.

Its reputation has caused it to be freely copied; and it is well known that high grade cycles, in common with other lines of fine goods, are made to suffer by the cheap imitations which are offered by makers whose chief aim is to market an inferior article by trading upon the reputation of those of known merit.

If you are wise you will

Keep up with the Procession.

Your eyes will tell you that all over the land the old riders—those who have learned to know a bicycle when they see one, and who will not ride if they cannot have "the best thing"—are riding

## VICTORS.

Ask any Victor rider  
How his machine RUNS,  
How it coasts,  
How it climbs hills, and see what he says.

## VICTORS

ARE  
NOT  
THROWN  
TOGETHER  
THEY  
ARE  
BUILT

Cycling in America having passed its pioneer period, the question now is not, "Shall we ride wheels?" but "What wheels shall we ride?" This question has been decided to the complete satisfaction of a large proportion of the Wheelmen of this country by their experience with the VICTORS, a line of wheels of the highest grade, presenting more thoroughly good features than any others.

Call and examine the wheel.

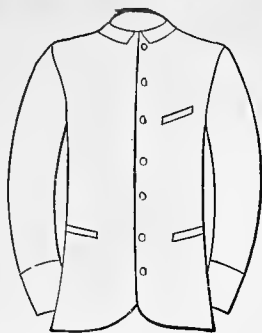
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241 BROADWAY, 108 MADISON ST.,  
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## A. G. SPALDING &amp; BROS.

## BICYCLE UNIFORMS.



## COATS.

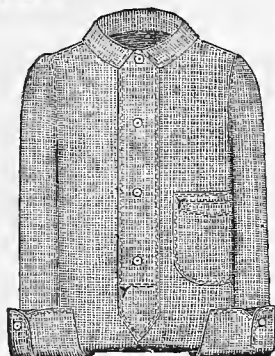
- A Grade—Made to order of Special Bicycle Cloth, in Gray, Black and Navy Blue, best quality.....\$15.00  
B Grade—Made to order of good quality Cloth, Gray, Black and Navy Blue..... 12.00  
C Grade—Made to order of heavy Flannel, Gray, Black and Navy Blue..... 9.00



## KNEE PANTS.

- A Grade.....\$7.50  
B Grade..... 6.00  
C Grade..... 5.00

Send for samples of Uniform Material.



## SHIRTS.

- A Grade—Made to order of extra fine imported Flannel, best in the market.....\$5.00  
B Grade—Made of fine imported Flannel..... 3.50  
C Grade—Made of imported Flannel..... 2.50

## BICYCLE BELTS.

- No. 00. Extra heavy nickel buckle..... .50  
No. 1. Leather mounted..... .40  
No. 2. Best leather mounted..... .50  
No. 4. Leather mounted, cotton web..... .25

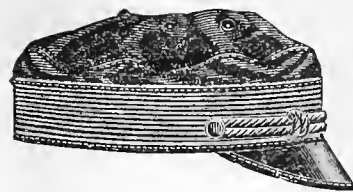
## BICYCLE SHOES.

- No. BX. Spalding's Hand Made Kangaroo Bicycle Shoe, cut low, with leather sole and low heel.....\$5.00  
No. CX. Spalding's Dongola Bicycle Shoe, made same as No. BX..... 4.00  
No. DX. Spalding's Canvas Bicycle Shoe, leather trimmed and sole..... 2.50

Spalding's Catalogue of Summer Sports and Athletic Uniforms Free,

A. G. SPALDING & BROS.,  
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## A. G. SPALDING &amp; BROS.



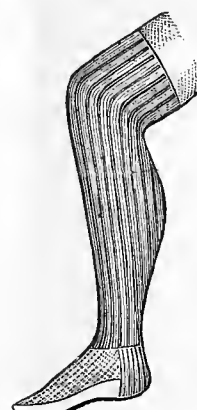
## BICYCLE CAPS.

- No. A—30. Made of same material as No. A Grade of uniforms.....\$2.00  
No. B—30. Made of same material as No. B Grade of uniforms..... 1.75  
No. C—30. Made of same material as No. C Grade of uniforms..... 1.25



## BICYCLE HOSE.

- No. 000. The Holmes Bicycle High Stocking and Supporter. The thigh part is of soft material, cool and comfortable, and so knit as to hold stockings in place; at the same time it relieves any drawing or pressure. We have sole control of this stocking. Colors: Black, navy blue, gray and L. A. W. Brown.....\$2.50



- No. 00. New Linen Sole Bicycle Stocking. A new and specially valuable addition to the cyclist's comfort. It is a handsome ribbed stocking, made in all colors, and the feet are made of the finest linen, which is almost as soft and pliable as silk. The advantages of this stocking (which is covered by a strong patent) are of course very evident, namely, having a splendid serviceable leg, and keeping the feet cool and comfortable.

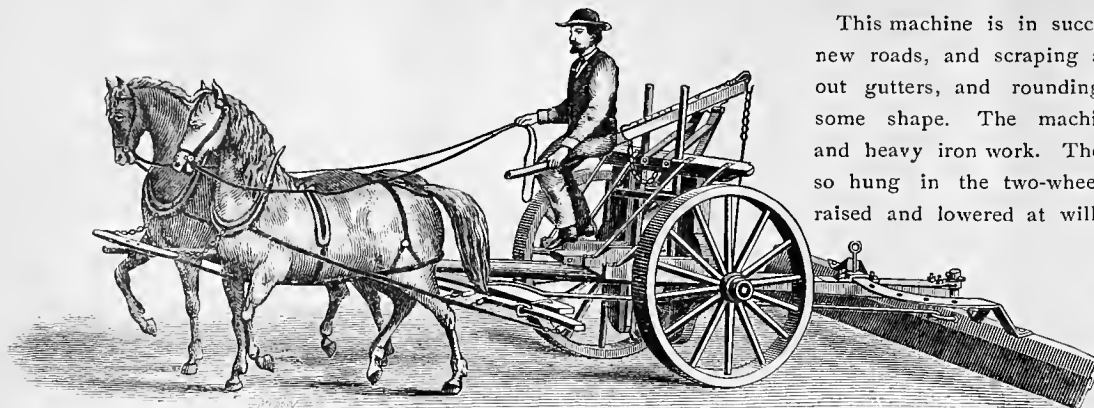
Price per pair.....\$1.25

- No. 0. Fine Ribbed Bicycle Hose..... 1.50  
No. 1. Plain Wool Bicycle Hose..... 1.00

Spalding's Bicycle Catalogue  
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A. G. SPALDING & BROS.,  
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# Davis Patent Road Machine.



This machine is in successful operation for making new roads, and scraping all roads to a level, laying out gutters, and rounding up the middle in handsome shape. The machine is built of Ash timber and heavy iron work. The pole is 16 feet long, and so hung in the two-wheel carriage that it can be raised and lowered at will by means of the lever, as shown. The scraper is secured to the pole by means of a heavy steel spud, which allows angling to right or left by means of the circle iron, and the draft is al-

ways direct from whiffletrees to scraper through draft-rod under pole.

Send for Circular and Price.

**J. W. DAVIS & CO., 134 Water St., NEW YORK.**

Patented Feb. 15, 1887.



Free by Mail on Receipt of  
PRICE, . . \$10.00.

**All the Accepted Road Records**

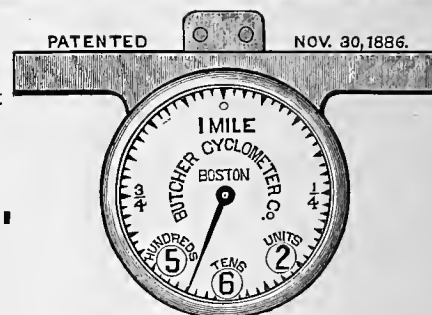
Were measured with, and thousands of the best wheelmen use only the

**BUTCHER CYCLOMETER.**

SEND FOR CIRCULAR TO THE

**BUTCHER CYCLOMETER CO.,**

**6 and 8 Berkeley Street,  
BOSTON, MASS.**



**Our Spoke Cyclometer.**

SENT FREE BY MAIL ON RECEIPT OF  
PRICE, . . . . \$5.00.

## Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

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## Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

**GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.**

**BETTER THAN EVER.**

**PUNNETT'S  
JERSEY CLOTH GARMENTS.**

Knee Breeches only \$4 a Pair.

**Club Uniforms a Specialty**

Be sure and write for Samples and Measure Blanks.

**PUNNETT,**

Merchant Tailor and Athletic Outfitter,  
ROCHESTER, N. Y.



**L. A. W. BADGES,**

For Gold Pins of the Official

Design, send direct to

**CHAS. H. LAMSON,**

177 Middle Street,

Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

THE TRICYCLE IN RELATION TO HEALTH AND RECREATION. By B. W. Richardson, M. D., F. R. S. By mail, 30 cents.

**LOOK !!**

**BARGAINS**

IN

**SECOND HAND BICYCLES**

The Largest Stock North of New York City.

*Guns and Sporting Goods.*

Bicycle Repairing a Specialty.

**F. P. EDMANS & CO.,**

**TROY, N. Y.**

1888.

## ILLUSTRATED CATALOGUE

OF THE

“CLUB”

BICYCLES AND TRICYCLES

MANUFACTURED BY THE

COVENTRY MACHINISTS' CO.,

LIMITED,

COVENTRY, ENGLAND.

U. S. BRANCH,

239 COLUMBUS AVE., BOSTON, MASS.

GEO. W. STEVENS, MANAGER.

## INTRODUCTION.

After twenty years of successful cycle making, we think the present a suitable opportunity for giving a short *résumé* of the work of the COVENTRY MACHINISTS' COMPANY, which is the oldest, as it is one of the largest, of the firms devoted to the production of cycles in the world.

Originally started by a few local capitalists in 1859, to provide employment for inhabitants of Coventry thrown out of work by the decay of the ribbon trade, for which the “City of Three Spires” had previously been famous, the earlier years of the Company were devoted to the manufacture of sewing machines.

In 1867, however, the bicycle first made its appearance in France; and the managers of the Company at once saw that there was a future, however long that future might have to be waited for, for any firm which took up the bicycle in a large way and with a liberal spirit. What this energetic forethought of the early managers of the Company has resulted in, as regards not only Coventry, from a trade point of view, but for the whole country, is now a matter of history.

After a few years of “boneshaker” making, a march forward was made by the introduction of the spider wheel and the rubber tyre; and in the “GENTLEMAN'S” Bicycle, the Company—in 1873-4—had one of the best machines up to date. This was followed by the “SPECIAL CLUB,” a bicycle in which it was sought, and successfully, to reduce vibration to a minimum. This machine revolutionized the whole bicycle trade, and in spite of all imitations, the “Special Club” still retains its position as the finest roadster made. Since then two descriptions of “Safety” bicycle have been successfully sent out from the Cheylesmore workshops.

entry, it has been, and is, the Company's first thought to give the cycling public exactly what they want of the best possible material and finish.

For 1888 we have improved the "King of Clubs" Ordinary Roadster Bicycle, now fitted with a 24in. back wheel and Brook's International saddle and spring.

The "Swift" Safeties, while retaining all the points which made them so popular during the past season, have been altered in several details. A new and lighter-pattern frame is made, which is eminently suitable for countries where the roads are good. The No. 2 is an equally good machine of another type. The "Junior's Swift" we have been induced to make owing to the flattering reception of the "Junior's Club" Tricycle during the time it has been on the market.

The "Marlboro' Club" is improved for the coming year in various details, the driving wheels being made smaller, and four bearings fitted, if preferred, in place of the two extended bearings which were so eminently satisfactory last season. Our patent spring forks are fitted at option of purchaser. A new pattern of this machine is introduced this year, in the shape of the "Marlboro'" Light Roadster, designed to meet the requirements of those who, riding on good roads, wish to travel at a rapid rate. That the "Marlboro' Club" is undoubtedly the fastest tricycle ever made will be proved by a glance at the records on page 16.

The "Marlboro'" Tandems need no remarks — being so well known they speak for themselves. A new machine is made this year (non-convertible), which, we are confident, will give every satisfaction to purchasers.

We are somewhat ashamed to make our annual apology for delay in delivering machines. The large provision made, we thought, would be ample to meet any demand that might arise, but the increase of business was so great that it proved entirely insufficient. The large extensions and additions made this winter will, we trust, be sufficient to enable us to supply machines during the coming season in a more reasonable time.

In the interim came the early days of the tricycle, when, with lever action and a Bath chair handle to steer by, the "Speedwell" Tricycle was made by the Company, and held its own when tricycling was young. The rotary action speedily followed, and then came the "Cheylesmore," the most successful rear-steering tricycle which was ever put on the market.

Though quite content with the "Cheylesmore," from a financial point of view, the Company, having made up their mind to be in the first rank always, and to march with the times, brought out the front-steering "Imperial Club," and, to suit those who preferred the two large wheels in front, likewise made the "Sandringham Club." The fame of these two machines was as a "household word;" but still, fashion, or fancy, required something new, and the front-steerer, guided by means of a handle-bar, after a short experience on the "Ranelagh Club," merged into that tricycle which is now known most favorably everywhere as the "Marlboro' Club."

Improved, as it will be, and with a specially light pattern weighing about fifty pounds, the Company have every faith that the fame of the "Marlboro' Club" Tricycle will be even greater than it has been in the past.

In 1881 business had so developed that it was deemed desirable, in London, to abandon the agency principle, and to open a special London office, which was consequently done at 16 Holborn Viaduct. In two years this establishment had to be doubled by taking in the next-door premises, and now the Company have at once the largest and finest depot, both for window display and repairing workshops, in the British Metropolis. Branch depots of the Company also exist at 9 Victoria Buildings, Manchester; at 239 Columbus Avenue, Boston; and at 4 Avenue de l'Opera, and 34 Rue Quatre, Septembre, Paris.

The Company have also great gratification in referring to a special grant of Royal favor in the appointment of them as manufacturers to His Royal Highness the Prince of Wales — a privilege accorded to no other firm or company in the trade.

The foregoing short retrospect will, we think, enable us, without fear of a charge of egotism, to say to the public of 1888 that, since the first bicycle was turned out in 1867, up to the present time, when 600 men are busy turning out both bicycles, safeties, and tricycles in the greatly extended works at Cheylesmore, Cov-

## OUR SPECIALTIES

AND

## PATENTED IMPROVEMENTS,

In order to show at a glance the principal features that go to make up a high-class Bicycle or Tricycle, we beg to enumerate some of our most important Patents and Specialties:—

1. THE DOUBLE OR HOLLOW FELLOE (Bicycle and Tricycle).
2. THE RUBBER SUSPENSION SPRING (Bicycle).
3. SPECIALLY-CONSTRUCTED DUST PROOF & ADJUSTABLE BALL BEARINGS (Bicycle and Tricycle).
4. LOCK-NUTTED SPOKES ("Special Club" Bicycle).
5. DETACHABLE CRANKS (Bicycle).
6. THE "CHEVYLSMORE" AUTOMATIC CLUTCH GEAR (Tricycle).
7. THE IMPROVED PATENT SWING LEVER BRAKE (Tricycle).
8. BALL PEDALS (Bicycle and Tricycle).
9. ELLIPTICAL OR OVAL BACKBONE (Bicycle).
10. FLUTED HOLLOW FORKS (Bicycle).
11. IMPROVED LONG CENTRES (Bicycle).
12. NEW SLIDING ARRANGEMENT FOR ADJUSTING SADDLE HORIZONTALLY.
13. NEW PATENT SPIRAL SPRING (Tricycles).
14. AUTOMATIC STEERING FOR "MARLBORO' CLUB," &c., &c.
15. NEW PATENT SPRING FORK FOR REMOVING VIBRATION FROM STEERING WHEELS OF FRONT-STEERING TRICYCLES AND SAFETY BICYCLES.
16. FOLDING HANDLE-BAR FOR TANDEM AND LADIES' TRICYCLES.
17. NEW PATENT BALL BEARING HEAD.

THE "CLUB" PATENT HOLLOW FELLOE as used in the construction of the "*King of Clubs*" Bicycle, the *Marlboro' Light Roadster*, and all our racing machines, is made by rolling seamless steel tubing into a crescent form, thus avoiding the inherent weakness of other forms of hollow felloe made in two parts, or folded over. We have used this felloe now for eight years with perfectly satisfactory results.

OUR NEW DIRECT TANGENT SPOKES, used in the "King of Clubs" Bicycle, are headed in the rim and screwed at a true tangent into the hub, without bend or twist of any kind, doing away with the liability to break, which is a great fault with tangent spokes laced through, or simply headed in the hub and screwed in the rim. Competent judges who saw the few samples we had last year, pronounced it the finest tangent wheel made.

THE PATENT ADJUSTABLE "CLUB" BALL BEARINGS used in all our machines, are made entirely by us, with new and improved machinery constructed for the purpose. Four years ago we laid down an expensive plant for the sole purpose of making the balls for these bearings. They are made from the finest quality of steel, and will run for years without an appreciable amount of wear, unlike the cheap rolled balls in common use.

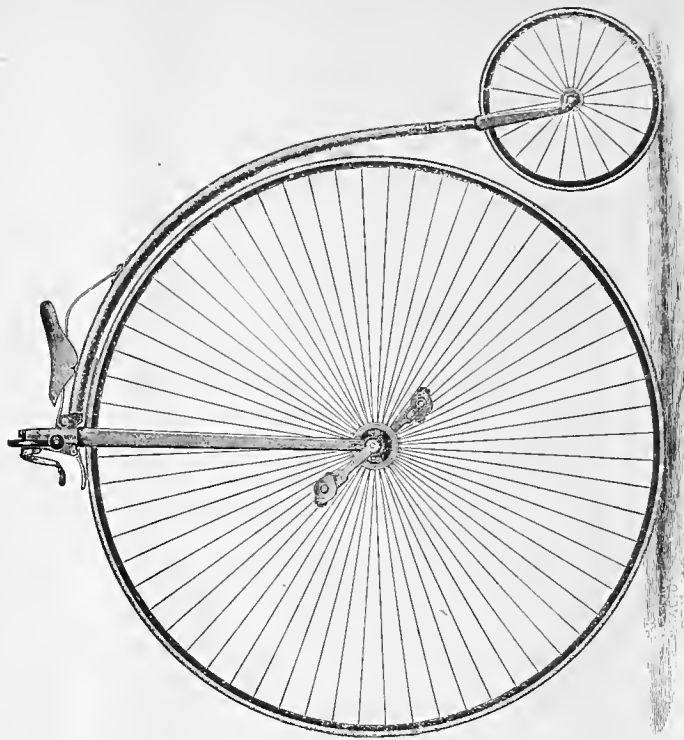
THE "CLUB" BALL PEDALS are too well known to need much description, but should our customers prefer any other make, they will be substituted.

THE FINEST COLD DRAWN STEEL TUBING is used in all our machines, and we guarantee every part to be constructed of the very best material procurable. The nickel plating and enamelling is done by specially designed and improved processes, and the care and skill bestowed upon our machines has reaped its reward in making the workmanship and finish of the "*Club*" Cycles synonymous with the highest excellence attainable.

The above are a few of the points embodied in the machines described in the following pages. We have purposely refrained from filling the specifications of the machines with unnecessary details, but should our friends desire information on any point not sufficiently explicit, the same shall be cheerfully given them.

BOSTON, MASS., March 1st, 1888.

## The "Universal Club."

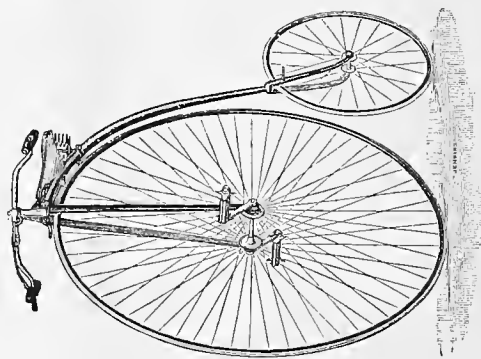


SPECIFICATION.—Improved slide spring; plain hollow forks; round backbone; Stanley head, with long centres; improved single ball bearings to both wheels; steel hubs, with direct butt-ended spokes; front wheel grip brake; 26in. or 28in. patent detachable bent handle-bar; painted in two colors; spokes enamelled; hubs plated; saddle; rubber ball pedals; spanner and oil-can; tool bag.

PRICE, 50 inch, . . . \$105.

## The King of "Clubs."

(IMPROVED FOR 1888).



SPECIFICATION.—Hollow front and split back forks; round backbone; Stanley head; long centres and deep neck; 24in. back wheel; adjustable single ball bearings to both wheels; 3/4in. and 5/8in. tyres; 3/4in. hollow felloe to front wheel; patent direct screwed tangent spokes; front wheel grip lever brake; detachable cranks; 26in. patent detachable hollow handle-bar; handles, head, spring, hubs and cranks nickel-plated; enamelled plain black; improved spring and saddle combined; rubber or rat-trap ball pedals; plated spanner and oil-can; tool bag.

PRICE, 50 inches, . . . \$130.

Ball Pedals Included.

If fitted with Ball Head, \$2.50 extra.

THE COVENTRY MACHINISTS' CO., LTD.

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## The "Swift" Safety, No. 1.



SPECIFICATION. — 30in. wheels, geared to 57in. ; ball bearings to both wheels and cranks ; adjustable seat and handles ; spokes enamelled and bright parts plated ; patent method of adjusting the chain ; enamelled black ; rubber or rat trap ball pedals ; plated spanner and oil-can ; tool bag.

PRICE, . . . . . \$135.

A lighter pattern of this machine, with hollow felloes, weighing 35lbs., is made.

PRICE, . . . . . \$140.

## The "Swift Safety, No. 2.



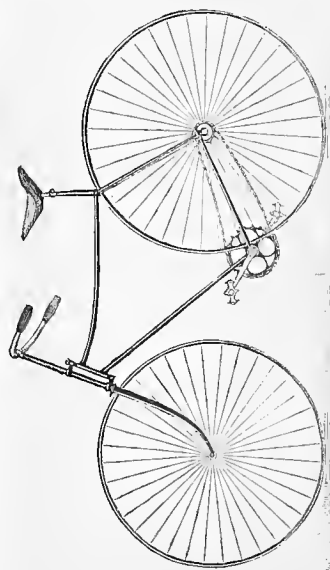
SPECIFICATION. — 30in. wheels geared to 57in. ; ball bearings to both wheels and cranks ; adjustable seat and handles ; spokes enamelled and bright parts plated ; enamelled black or painted two colors ; rubber pedals ; spanner and oil-can ; tool bag.

PRICE, . . . . . \$120

THE COVENTRY MACHINISTS' CO., LTD.

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## The "Swift" Safety Racer.



SPECIFICATION.—30in. wheels geared as desired; ball bearings to both wheels, cranks, and pedals; spokes enamelled and bright parts plated;  $\frac{3}{4}$ in. hollow fellos and  $\frac{1}{2}$  in. best red rubber tyres; enamelled plain black; plated spanner and oil-can.

PRICE,

\$145.

(Including ball pedals.)

12

THE COVENTRY MACHINISTS' CO., LTD.

## The "Club" Safety.



SPECIFICATION.—36in., 38in. or 40in. driving wheels geared up as desired from 50in. to 60in.; the forks are carried direct to the main axle so that all twist in the bearings is prevented; sufficient rake is allowed to prevent all chances of "croppers;" the adjustment of the chain is extremely simple; the crank bearing slides into a dovetailed slot, and is fastened by a set-screw from the front; both wheels are fitted with ball bearings, and the crank shafts revolve on a double row of balls each side; spokes enamelled and bright parts nickel-plated; painted in three colors or enamelled plain black; a very comfortable spring, which allows of considerable horizontal adjustment of the saddle; suspension saddle; rubber or rat-trap ball pedals; plated spanner and oil-can; tool bag.

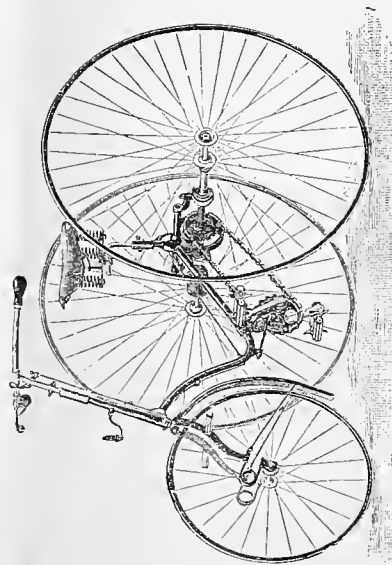
PRICE,

\$125.

THE COVENTRY MACHINISTS' CO., LTD.

13

## The "Marlboro' Club."



SPECIFICATION. — A central-gear automatic front-steerer; the steering rod is adjustable and carried direct to the front wheel; hand brake; fitted with our patent adjustable ball bearings to all parts and our patent spring fork to front wheel; nickel-plated bright parts; enamelled plain black;  $\frac{3}{4}$  in. rubbers. Made with two extended bearings, or four, at option of purchaser.

STANDARD SIZE. — 36 or 40 in. driving wheels; 28 or 26 in. front wheel; gearing, 54 to 57 in.

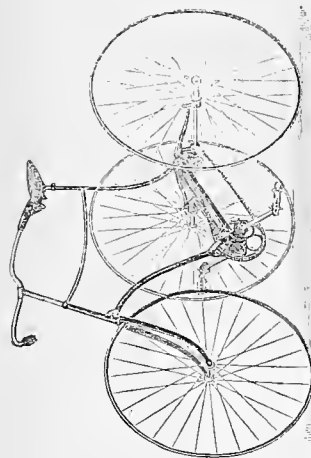
PRICE, . . . . . \$180.

When ordering please state whether automatic steering, or two or four bearings are required.

THE COVENTRY MACHINISTS' CO., LTD.

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## The "Marlboro Club" Racer.



SPECIFICATION. — Same as "Marlboro' Club" Roadster, with the exception of  $\frac{3}{4}$  in. hollow felloes and best red rubber tyres. Ball pedals. Enamelled plain black, and bright parts plated. Gearing as required. 26 in. driving wheels, 24 in. front wheels.

PRICE, . . . . . \$190.

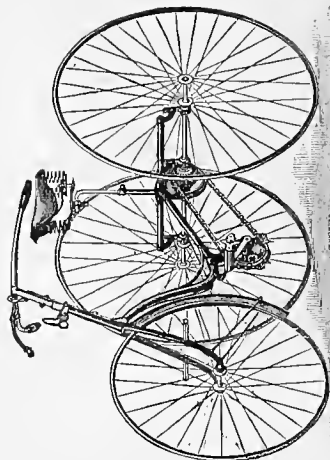
(Including ball pedals.)

THE COVENTRY MACHINISTS' CO., LTD.

16

# The "Marlboro' Club."

(LIGHT ROADSTER.)



SPECIFICATION. — A central-gear front-steerer; adjustable handle; hand brake; fitted with ball bearings to all parts, except pedals; four bearings on axle; nickel-plated bright parts; hollow rims; painted three colors or enamelled plain black;  $\frac{3}{8}$ in. rubbers; plated spanners and oil-can; tool bag.

36in. driving wheels; 28in. front wheel; geared to 54in.

PRICE, . . . . . \$185.

THE COVENTRY MACHINISTS' CO., LTD.

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# "Marlboro' Club" Tricycle

HOLDS THE WORLD'S RECORDS.

	FOR		
$\frac{1}{4}$ Mile	.	.	40 $\frac{2}{5}$ secs.
$\frac{1}{2}$ Mile	.	.	1 min. 20 secs.
1 Mile	.	.	2 min. 45 $\frac{4}{5}$ secs.

(The latter being the fastest time ever made in a race.)

## "F. W. ALLARD BREAKS RECORD."

"On Saturday, 22nd October, at Coventry, F. W. Allard, on a Coventry Machinists' tricycle, went for the tricycle record from 20 miles to 50, and succeeded in doing some 6m. 16s. better than A. L. Bower's time. Twenty miles were covered in 1h. 3m. 6s. Allard being a suspend, Bower's record, of course, will stand in the record books of the Union."

MILES.	H.	M.	S.	MILES.	H.	M.	S.
21	.	1	6	36	.	1	53
22	.	1	9	37	.	1	57
23	.	1	12	38	.	2	0
24	.	1	15	39	.	2	3
25	.	1	18	40	.	2	7
26	.	1	21	41	.	2	10
27	.	1	24	42	.	2	14
28	.	1	28	43	.	2	17
29	.	1	31	44	.	2	21
30	.	1	34	45	.	2	25
31	.	1	37	46	.	2	29
32	.	1	40	47	.	2	33
33	.	1	44	48	.	2	36
34	.	1	47	49	.	2	40
35	.	1	50	50	.	2	43

Wheeling, Oct. 26th, 1887.

HOLDS THE N.C.U. CHAMPIONSHIP (5 Miles) in 1886.

ALSO THE

CHAMPIONSHIPS OF GERMANY & AUSTRIA, 1887.

THE COVENTRY MACHINISTS' CO., LTD.

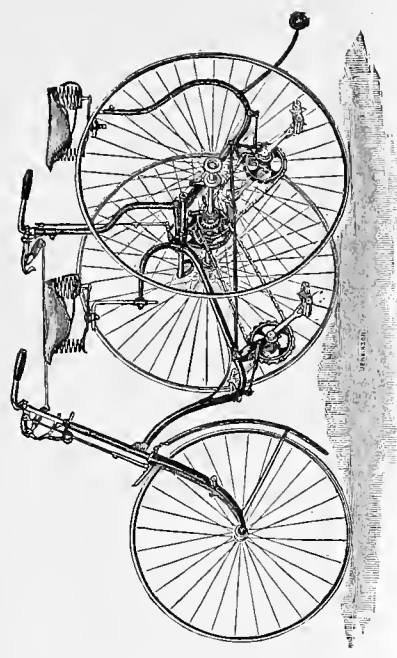
# WORLD'S TANDEM RECORD

(250 MILES IN 24 HOURS),

RIDDEN BY A LADY AND GENTLEMAN.

## The "Marlboro' Club" Tandem.

(CONVERTIBLE.)



SPECIFICATION. — Patent double-driving gear; adjustable handles; ball bearings to all parts; extended bearings and patent double band brake, applied by either or both riders, with lever for each rider; enamelled plain black;  $\frac{3}{4}$ in. rubber tyres; patent spiral springs; handles, hubs and cranks nickel-plated; plated spanner and oil-can; easily converted into a single "Marlboro'." Made with two extended bearings or four bearings on axle. Double steering.

Standard size of driving wheels, 40in.; front wheel, 28in.

PRICE, . . . . . \$250.

When ordering, please state whether two or four bearings are required.

THE COVENTRY MACHINISTS' CO., LTD.

## The "Marlboro' Club," No. 2.



SPECIFICATION. — 40in. driving wheels; 28in. front wheel; ball bearings to driving-wheels and crank axle; patent double driving gear; crescent steel fellos; direct spokes;  $\frac{3}{4}$ in. red rubber tyres; adjustable handle; hand brake; automatic steering; handles and hubs nickel-plated; spokes and remainder enamelled black; rat-trap or rubber pedals; spanners and oil-can.

PRICE, . . . . . \$160.

THE COVENTRY MACHINISTS' CO., LTD.

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# The "Marlboro' Club" Tandem

HOLDS THE WORLD'S RECORDS

FOR

1-4 MILE TO 25 MILES INCLUSIVE.

1/4 Mile (flying start) . . . 35 1/2 s.  
1 Mile . . . 2 m. 37 1/2 s.

MILES.	M.	S.	MILES.	H.	M.	S.
2	5	42	14	0	41	0 1/2
3	8	37	15	0	44	2
4	11	35	16	0	46	58 1/2
5	14	28 1/2	17	0	49	50
6	17	21 1/2	18	0	52	48 1/2
7	20	18 1/2	19	0	55	54 1/2
8	23	10	20	0	58	51 1/2
9	26	18 3/4	21	1	1	43
10	29	17	22	1	4	45
11	32	13	23	1	7	50
12	35	10 1/2	24	1	10	51 1/2
13	38	9	25	1	13	42 1/2

September 20th, 1887, Messrs. C. W. BROWN and W. C.

GOULDING rode

259 MILES IN 24 HOURS.

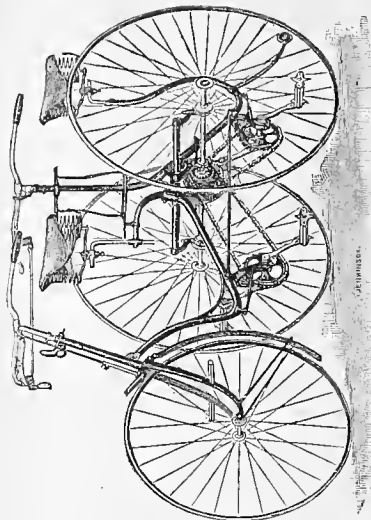
September 24th, Messrs. C. W. BROWN and G. R. WHITE  
rode

100 MILES IN 7 H. 6 M. 50 S.

250 miles have been ridden in 24 hours by a lady and gentleman.

# The "Marlboro' Club" Tandem.

(NON-CONVERTIBLE.)



SPECIFICATION.—Patent double driving gear; adjustable handles; ball bearings to all parts; extended two bearing or four; spoon brake to front wheel and band brake to axle; enamelled plain black; 1/2 in. or 3/4 in. tyres to all wheels; handles, hubs and cranks nickel-plated; plated spanners and oil-can; tool bag.

36 in. driving wheels; 28 in. front wheel.

PRICE, . . . . . \$250.

When ordering, please state if two or four bearings are required.

THE COVENTRY MACHINISTS' Co., LTD.

22

## The Junior's "Swift" Safety.



SPECIFICATION. — 24in. wheels; improved dust-proof parallel bearings; tubular steel frame; semi-hollow forks; Arab spring; plated handle-bars, brake lever and hubs; enamelled plain black or painted two colors.

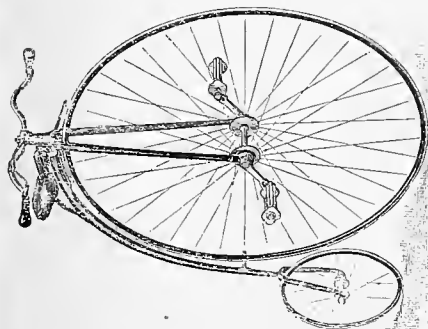
No deviation from standard pattern can be made.

PRICE, . . . . \$70.

THE COVENTRY MACHINISTS' Co., LTD.

21

## The "Boy's Own."



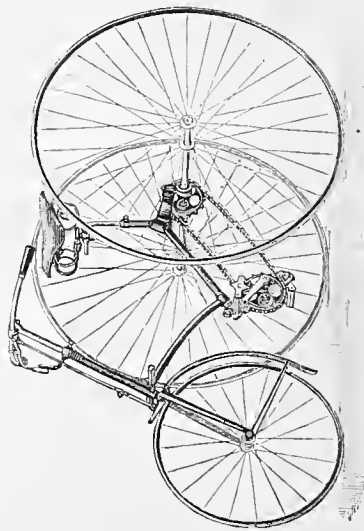
SPECIFICATION. — Adjustable ball bearings to front wheel; cones to back wheel; direct spokes; crescent fellos;  $\frac{3}{4}$ in. and  $\frac{1}{2}$ in. rubber tyres; cone pedals; bent handle-bars; round steel backbone; head, handle-bar, brake, spring and hubs plated; spokes black; remainder painted in two colors.

No deviation from standard patterns can be made.

PRICE, 36 to 38 in., \$45; 40 to 44 in., \$50.

## "Junior's Club" Tricycle.

(AUTOMATIC STEERER.)



Ball Bearings to Main Axle and Pedal Shaft.

PRICE, . . . 30 in., \$60; 36 in., \$75.

No deviation from standard pattern can be made.

## PRESS NOTICES, ETC.

"On the lines of the 'Marlboro', but with the improvements of direct (free) steering and the new tangent spokes (described fully in the 'Club' bicycles.) The whole framework is exceedingly light, and all necessary parts are easily adjustable, and, as may be supposed, there is no useless weight. On several occasions it has appeared successfully on the path, so that it is not an untried steed. Recently, on the 19th Oct., 1886, at Lynn, Mass., United States, in a twenty four hours' race, Miss Louisa Armadio, 'the lady cycle champion,' and W. J. Morgan, rode 250 miles in 24 hours, and, a few days later, at the same place, made five miles in 15m. 47 $\frac{1}{2}$ s., and twenty miles in 66m. 12 $\frac{1}{2}$ s. In England it has also been most successful, but we will only cite one instance. At the Kildare Sports, Lillie Bridge, London, 11th Sept., 1886, Messrs. Allard and Bover won a one mile handicap from scratch in 2m. 57s., the fastest tandem time ever ridden on the ground. There is always a value in such performances, as they show what can be done on the machine. Standard size—36in. driving, geared up to 64in., with 28in. pilot."—*hazuar*, May 7th, 1887.

"The Coventry Machinists' Co. seems to be piling up records for their machines lately, as will have been noticed by referring to this week's issue, and several late issues giving English records."—*Bicycling World*, November 11th, 1887.

"The Tricycling Championship of Austria has been won by A. Slid, on a 'Marlboro' Club."—*Bicycling World*, August 5th, 1887.

### ENGLISH TRICYCLE RECORDS.

"E. Kiderlen, on Tuesday, the 12th inst., rode a mile on a 'Humber Crippei,' on the Long Eaton track, in 2m. 38 $\frac{1}{2}$ s., the quarter mile occupying 46 $\frac{1}{2}$ s., the half-mile in 1m. 59 $\frac{1}{2}$ s. On the night after (Wednesday), F. W. Allard made promateur tricycle records as follows: Quarter mile, 40 $\frac{1}{2}$ s.; half-mile, 1m. 20s. Mr. Allard rode the 'Marlboro' Club' tricycle."—*Bicycling World*, August 5th.

"At Coventry, July 13th, F. W. Allard lowered the quarter-mile and half-mile tricycle records, in spite of a rough track and strong wind; he finished his quarter-mile in 46 $\frac{1}{2}$ s., inside record. Allard rode, as usual, a 'Marlboro' Club,' and Oxborrow acted as pacemaker."—*Bicycling World*, August 5th.

"The same standard for driving-wheels, 40in., is retained, but the height of the pilot has been increased to 24in., and the 'Marlboro' Club' spring has been added as a connecting medium and vibration-breaking link between the fork-ends and fork-axle; it takes the form of a double curled spring."

"It is most comfortable on rough roads, and, the foot-rests being on the curved forks, the full benefit of the spring can be enjoyed."—*Bazaar*, May, 7th, 1887.

#### PARTICULARS OF THE TWENTY-FOUR HOURS' ROAD RACE

"On Tuesday last Messrs. C. W. Brown and W. C. Goulding (North London T. C. and North Roads C. C.) made a successful attempt to beat the 24 hours' tandem record held by Messrs. Marriott and Bird, which has stood since 1884; distance, 231 miles."

"Several attempts have been made on this record, but in all cases the machines have been unable to stand the prolonged strain. Messrs. Goulding and Brown have been unable to practice, and had never been on a tandem together before. However, mounted on a gem of a 'Marlboro' Club,' they felt very confident of success. Their own account is as follows:—

"We left Hitchin, 34th milestone, at midnight, timed off by Mr. Whorlow, and with Mr. Austin as pacemaker all went well to Eaton Socon, where we posted a card to the Records Committee. Just beyond here we let the tandem go down a slight hill, which left our pacemaker behind. However, we kept steadily on to Buckden, where our lamp went out, and the night being exceedingly dark, we were compelled to dismount and re-light it. Just before reaching Alconbury we nearly ran over a cow which was asleep in the middle of the road. Our lamp now gave signs of burning out, and through a mistake in the wick we had to re-light it eleven times before we reached Wisbech, losing about six miles by doing so."

"We posted another card at Peterborough, and completed our 50 miles at 3.50 a.m. The road from here was very bad, with ruts and stones, and we were not sorry to reach Wisbech, 69 miles, at 5.30. Here Mr. J. White was in readiness with breakfast, and we left with him at 5.55. At Sutton Bridge we got our book signed by the tollman, and reached Lynn, 90 miles, at 7.30. At Narborough our pace was too much for Mr. White, who was unwell, and we went on alone to Swaffham and East Dereham, where we stopped five minutes. Then on to the Gate House, Norwich, 132½ miles, where Mr. Endersby was waiting with chops and tomatoes. We arrived at 11.12 a.m., and were congratulating ourselves in having the wind behind on the return journey, as it had been blowing hard against us since 3 a.m., but on leaving at 11.50 we found it slightly against us, and in a mile or two it blew harder than ever. Five miles from here Mr. Endersby's safety went wrong, so we were left alone again, which rather took the heart out of us. However, stuck to it against the wind back to Wisbech, where we expected another pacemaker, but were disappointed. We arrived at 5.50 p.m., and left at 6.5. Our lamp would not burn, so we had to go ten miles an hour instead of twelve back to Peterborough, 217 miles, where Mr. White again met us, and then on to Norman's Cross, 223 miles. We stopped five minutes, and left at 9 p.m. At Alconbury we tied the record, and kept on to Buckden, where we stopped for the last time. At Biggleswade we met the timekeeper, Mr. Whorlow, and he called at 11.40; so with Messrs. G. P. Mills and Dudley Marks on a tandem pacing, we settled down to another five miles. We finished at the 40th milestone at midnight, Whorlow calling time. We had covered 259 miles, and our machine was as rigid as at the start. We have to tender our thanks to those riders who assisted us during the ride."

"It is worthy of note that on Saturday last the same machine was ridden in the North Road C.C. 100 miles race by Messrs. C. W. Brown and G. R. White, who easily defeated the other tandems, doing the distance in 7h. 6m. 50s., which goes into the book as record."

"Outing" has despatched Mr. Osbert Howarth to the Azores, where he will ride down the crater of the mammoth volcano on his 'Marlboro' Club' tricycle—at least so says *Bicycling News*.—*Irish Cyclist*, 24th August, 1887.

"TOURING IN NORWAY.—Messrs. H. J. Leake and S. Golder, of the Speedwell and Coventry District Cyclists, have just completed a lengthy cycling tour in Norway, visiting, amongst other places, Christiansand, Christiania, Drammen, Hømledal, Tunvolden, Hønefoss, Radsfjord, Odnes, Tomleivolden, Sveen, Frydenlund, Fagerås, Reie, Grindabehn, Skogstad, Nystuen, Maristuen, Husum, Borgund, Ilaafatin, Saerdalsoren, thence down the Sogne, Fjord to Sogndal, Balholm, Vik and Vandheim to Bergen. Making Bergen their headquarters, trips were made to Vossevangen, Hardanger, and Stavanger. They speak very highly of the Norwegian roads, the surface in many places being far better than our English roads. Altogether they had a most pleasant trip, and any one wanting an enjoyable holiday, cannot do better than visit the rocky North. The machine ridden was a 'Marlboro' Club' tandem, by the Coventry Machinists' Company, which behaved itself admirably, nothing in any way going wrong, although the machine, with its sixty-pound luggage, was put to several very severe tests. A tandem they consider is the best machine for Norwegian touring, the roads being terribly narrow and winding."—*Bicycling News*, 10th August, 1887.

"The Coventry Machinists' Co. have, as usual, swept the board in Germany, the Tricycle Championship of Germany and International Race both being won on a 'Marlboro' Club' racer. The National and International Tandem Races were secured by riders of the 'Marlboro' Club' tandem, and the 'Swift' Safeties won all the safety events."—*Cyclist*, August 31st, 1887.

"On Saturday, Allard and Oxborrow established a new tandem record for the mile on one of the Coventry Machinists' Co.'s 'Marlboro' Club' Tandems. The previous best was 2m. 38½s., made by Kiderlen (Dutch champion) and Dr. Turner at Long Eaton in July last. Allard and Oxborrow did the mile in 2m., 37½s., a reduction of 1½s. Afterwards the same riders made a tandem record of 35½s. for the "flying quarter of a mile," being only ½s. behind bicycle record for the same distance."—*Daily Telegraph*, August 29th, 1887.

"Messrs. Brown and White, on a 'Marlboro' Club' Tandem, have lowered the 100 miles road record to 7h. 6m. 50s., beating the previous best by 23m. 10s."—*The Cyclist*, September 28th, 1887.

"259 miles now stands as tandem record for 24 hours, and is credited to Messrs. Goulding and Brown and the 'Marlboro' Club."—*The Cyclist*, September 28th, 1887.

"Last Saturday the North London T.C. held their annual Ten Miles' Race for the Club Championship over a somewhat trying course from Chigwell to Ongar in Essex. The men finished as follows: C. W. Brown (1); W. C. Goulding (2); H. T. Whorlow (3); C. Jeans (4); L. C. Brookes (5); J. Greenwood (6). The winner's time was 39m. 30s. Goulding close up. Brown rode a 'Marlboro' Club' racer, Goulding and Whorlow 'Wasp' roadsters, and Jeans and Brookes 'Quadrants'."

**CRANKS—**

Nickel-plated, . . . . .	4 00
Cap and screw, . . . . .	25

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Cup for bottom centre, . . . . .	75
Head covers, . . . . .	50
Head covers, . . . . .	50

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Chain adjuster, . . . . .	1 00
Guards for Tricycle, . . . . .	50
“ “ Safety, . . . . .	3 00
“ “ Safety, . . . . .	1 50

**CYCLOMETERS—**

Brook's, . . . . .	5 00
Lakin's Standard . . . . .	10 00

**ENAMEL—**

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**HANDLES—**

Bicycle cranked, . . . . .	5 00
Horn ends, . . . . .	1 50
Rubber, . . . . .	2 00
Handle bar nuts, . . . . .	20

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Spring tops, . . . . .	25
Slide, . . . . .	15

**LAMPS—**

King of the Road, head, . . . . .	4 00
“ hub, . . . . .	4 50
Salsburys Invincible, for Safety and Marlboro', . . . . .	6 00
Wick, . . . . .	05

**LOCKS—**

Brass, . . . . .	75
Yale brass, . . . . .	1 00
“ plated, . . . . .	1 25

**LUGGAGE CARRIERS—**

For Tricycle, . . . . .	3 00
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$\frac{1}{2}$ and $\frac{3}{8}$ , . . . . .	15
$\frac{1}{4}$ to $\frac{1}{8}$ , . . . . .	10

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Handy bag, . . . . .	2 00
Don, . . . . .	2 00
C. M. C. valise, . . . . .	4 00
Bags for luggage, . . . . .	from 5 00

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Harrison double alarm, . . . . .	2 00
Perfection, . . . . .	2 50

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Cones adjusting, . . . . .	75
Oil hole covers, . . . . .	05

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Bicycle spoon, . . . . .	1 00
Lever and bracket, . . . . .	1 50
Brake spring, . . . . .	15
“ band . . . . .	1 50

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29

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Lamp oil in cans, . . . . . per bottle  
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Arab Cradle, . . . . . 5 00  
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## SPOKES—

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" plated, . . . . . 25  
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Locknuts for Am. Club, . . . . . 10

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56 X  $\frac{7}{8}$ , . . . . . 5 50  
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*Have you seen it, or received a Catalogue?*

And now we offer also

# THE IVEL.

## THE MOST NOTED SAFETY.

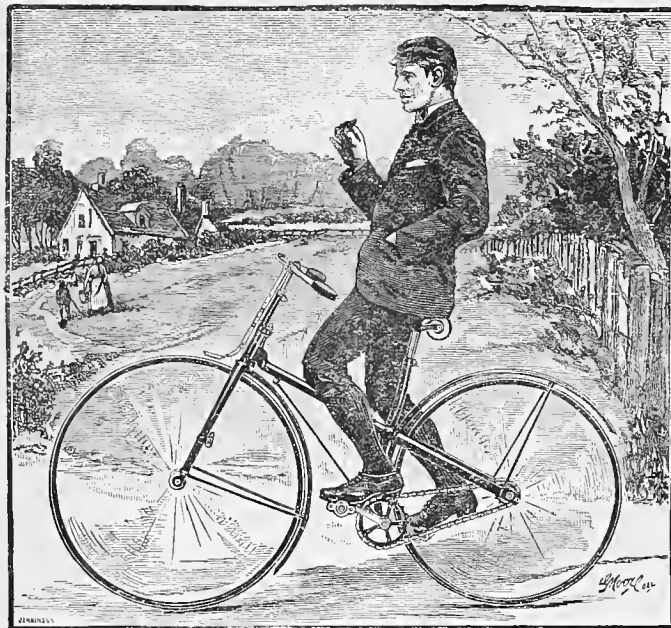
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*From the Wheel.*

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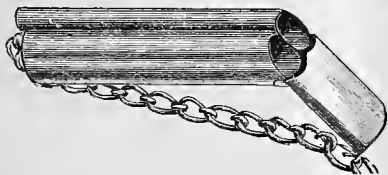
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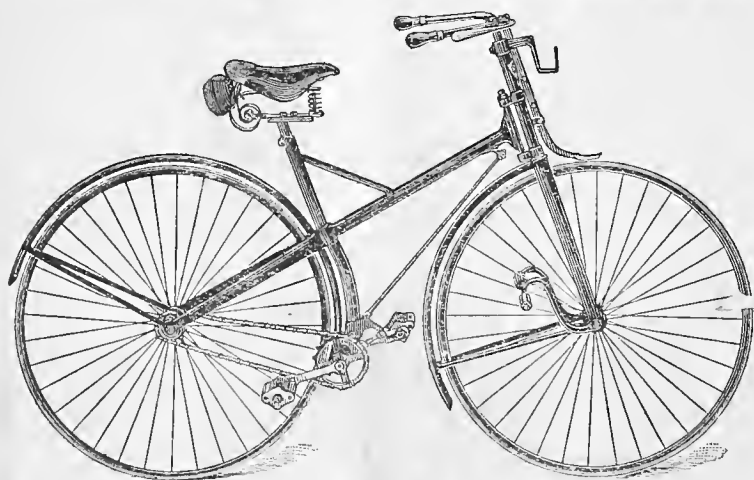
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Volume XVI.  
Number 25.

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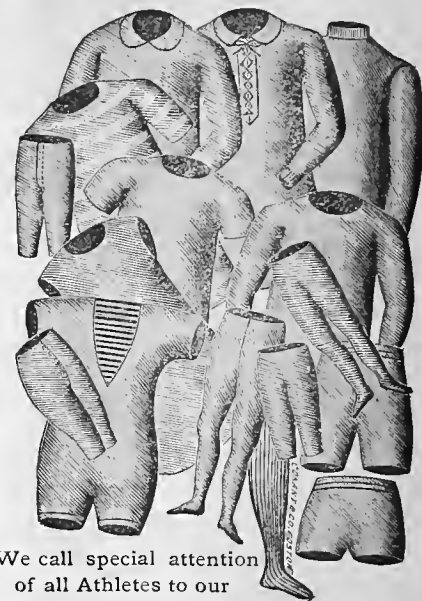
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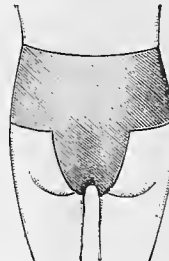
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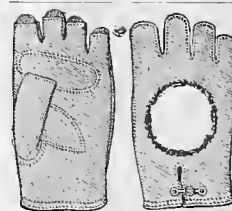
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Standard Gloves.**

Made from

**CALIFORNIA**

**BUCK SKIN,**

with Open Backs—(or  
Knit, if preferred).

Reinforced and padded where the greatest wear comes; open fingers which gives full use of hands; fastened across the back of wrist with a patent fastener. These gloves will never get hard no matter how wet they get. They will always remain soft and pliable. A great help to avoid cutting the hands in case of a fall. Cyclists who have once used these gloves will never go without them.

Price, by Mail, Best Quality, \$1.25 per pair.  
**W. C. BOAK, Le Roy, N. Y.**

40% Discount to the trade.

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YOUTH'S APOLLO WHEELS




BADGES, MEDALS, Etc.  
MADE FROM ORIGINAL  
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where our New York customers may call and be measured, without the trouble of writing us. But, if our goods are so desirable in New York, surely they must be bargains to the customer in the country, where clothing is higher. These goods are within the reach of every one in the United States, all at the same price, excepting cost of postage or express. Upon receipt of 6 cents we mail 20 samples of cloth to select from, self-measurement blanks, and a 48-inch linen tape-measure. If you cannot wait for samples, tell us about what color you prefer, send us your waist, inside-leg and hip measures, together with \$3.00, and 35 cents to prepay express or postage, and we will guarantee safe delivery and perfect satisfaction. For any cause, we refund money upon request, or make another garment if customer desires. The American Express Co. (capital \$20,000,000) will promptly reply to any inquiry sent their Boston office. Address all mail to us at Boston office.

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THE BICYCLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. One Dollar a year.

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FOR 1888.

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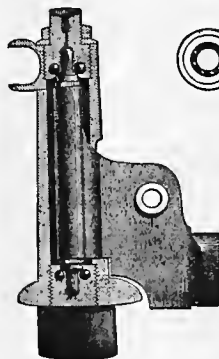
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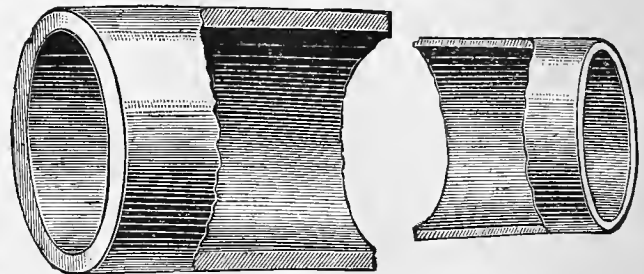
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**Warwick's New Rim.**

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To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

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— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

## ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 20 APRIL, 1888.

WHAT is the use of legislating against road racing when we read that "New Bedford citizens have subscribed \$50 for a trophy for a twenty-five-mile road race?" We pause for a reply.

WE wish to speak a good word for Gerry Jones, the new Chairman of the Racing Board. He impresses us as an intelligent and capable young man, and one who, if he so inclines, can so conduct the affairs of his Board, that amateur racing will be stimulated into a healthy activity.

THE little bill prohibiting the use of cycles on the highways, presented by Representative Coleman from Kenton County, Ky., never got any further than the committee. We congratulate the members of "the committee" on the wisdom thus displayed, but nevertheless do we urge on the cyclists of Kenton County to remember Mr. Coleman, and when he "bobs up serenely" for reelection to use stickers *ad lib.* A "Liberty Bill" would be a good thing for Kentuckians to consider at this juncture.

WE desire to congratulate our New York contemporary, the *Wheel and Cycling Trade Review*, on the active campaign it is carrying on in the interests of Road Improvements. We are with it heart and soul on this most vital question. Mr. Isaac B. Potter, of 38 Park Row, New York, has issued a stirring circular to New York Wheelmen, soliciting their aid and co-operation in making the New York State Association a success. Mr. Geo. R. Bidwell, Chief Consul, always at the front in any movement which has the welfare of wheelmen at heart, supplements Mr. Potter's appeal by one to L. A. W. members. We sincerely trust that the result will exceed the expectations of the most sanguine. We are with you, gentlemen. Let every State have its Roads Improvement Association, and don't let the work cease, in the organization thereof, "A long pull, a strong pull, and a pull all together."

WE fancy that some club Secretaries are wondering why we do not publish the results of the spring elections. We desire to give the reason why. Since the change we have received each week enough of this character of copy to fill over a page of the **WORLD**. At this particular juncture we have concluded that the club Secretaries would bear with us if we leave out these lists of names to make room for matter that we imagine will prove more readable and generally interesting. We have thought from week to week that we would insert these results, but the appalling accumulation of these club elections has frightened us out of the idea. We like to please all, but we know we cannot do that; the most we can hope to do, is to meet the wishes of the large majority of our readers, and in "cutting out" club elections during the active season of cycling, we hope to reach the object in view. We, however, wish to thank the club Secretaries for their thoughtfulness in sending their lists.

"TO be or not to be," that is the question that at present agitates the minds of the American and English public as to whether Howell will prove himself the fastest man in the world. The first of the series, the five-mile race, has been won by Howell. We do not pretend to be Rowe's manager or his adviser, but we cannot refrain from criticising his tactics in riding the first race. It seems to us at long range, that Rowe's best chance would have been to ride a fast race from the word go. Howell does not like that kind of race, and we doubt if Rowe had forced the pace if Howell could have out-spurred the American on the tape. Every one knows that the Englishman is one of the fastest sprinters on the path, and we doubt if there is a man living (unless it be Temple) who can out-sprint him when he is fresh. We hope Rowe and his managers will profit by the experience of the first race, and that the one mile and ten miles will be ridden at record speed; for we believe that if Rowe allows the race to be decided on the "last quarter," he will be out-ridden every time.

## GOOD FOR PHILADELPHIA!!

The following circular letter has been sent to the members of the Committee on Highways of the Philadelphia City Councils by the local bicyclers:

"At a meeting of the A. C. C., of Philadelphia, held on the 12th inst., a resolution was adopted favoring the passage of the ordinance now before City Councils for repaving Broad street, between Passyunk and Columbia avenues, with asphaltum, and the undersigned officers of the association were instructed to respectfully request a hearing before your committee when the ordinance in question is considered.

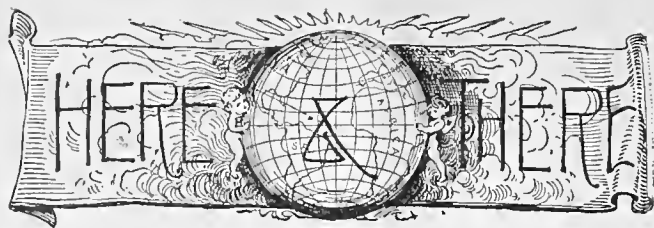
"This association represents the membership of the leading cycling clubs of the city organized for the purpose of securing united action in matters affecting their interests."

The letter is signed by W. R. Tucker, President, and J. R. Lincoln, Secretary.

## "MANSLAUGHTER!!"

We are in receipt of advices from Washington as follows: "The grand jury to-day found an indictment against Joseph M. Chase for manslaughter, in causing the death of E. A. Paul, on the 2d of April, by having at that date forcibly ridden a horse against him, throwing him down and giving to said Paul a mortal-fracture wound on the spinal column."

THE *Sewing-Machine and Cycle News*, London, of 31st March, gave a half page to quoting in full the appreciative review of "Ten Thousand Miles on a Bicycle," which appeared in the previous Saturday's *Field*, saying it was glad to find so important a paper, "the leading organ of sport in England," dealing so fairly with Karl Kron, "whose work is without doubt the most gigantic publication that has ever been placed upon the wheel-world book market." The publisher informs us that the pamphlet of 150 pages, which is to be mailed to all applicants as a free advertisement of this gigantic book, has been delayed because of the bankruptcy of the Springfield Printing Company, employed to manufacture it. But the distribution of the 5,000 copies will begin as soon as the binding can be completed, and all postal-card requests sent to "K. K.," at Washington square, N. Y., will be filed for attention in the order of their arrival.



## ENGLISH LETTER.

## "SENATOR."

THE racing season, which commences on Saturday next, will, it is thought, be the most important of any yet seen in England. From a professional standpoint it goes without saying that more races for stake money and prizes will be run than ever before, and the talent will be the strongest and most representative ever brought together in the world. The rivalry is intense, and it will be "England vs. America" with a vengeance, as the success of the American contingent have made them many well wishers (?), who would like to see Rowe and Temple knocked out in short order. I should like to see Rowe give the big Leicester man a whacking. Remember what I said in my letters last summer, Howell will take a lot of beating, but we hope and trust, not for one hundred pounds sterling sake, but for the credit of America that Rowe will place his wheel a good ten yards ahead at the finish.

Such names as Howell, Rowe, Temple, Allard, Lee (Fred and John), English (Tom and Bob), Engleheart, Woodside, Dubois, Wood, Battensby, Young, Lumsden, Robb, Illston (if he decides to run), Oxborrow, and others, are a field if professionals that has had no equal since the sport began, and the amateur racing is correspondingly low tide at present. With Illston, Furnivall, and many of the best men "out of it," the press and public have now veered round to the professional prospect, and I hope the "pros." will take advantage of the stampede "and put in all they know," and thus establish professionalism on a sound basis as leading in cycle racing.

I was passing St. Bartholemew's Hospital in London the other day, and having received a letter from the "King of Amateurs" that morning, I turned my feet toward the gloomy portals, and after reading some Bible inscriptions over the door, I made my way to the student quarter, and ran up against Brewerton, the Surrey Cycle Club flyer, who was coming out. "Hello, Senator, who are you after now?" was his greeting. "I'm looking for Percy Furnivall, is he in?" "Yes, in the library;" and away dashed Brewerton, reappearing with the "K. O. A." The Springfield favorite looks handsomer, and is much improved in physique, than when seen on the track in America, the same good-natured, jolly, gentlemanly fellow of yore. "I had only a few minutes to spare this week," says Furnivall, "so I dropped in Agricultural Hall, but could not find you. Am up for an 'exam.' on Wednesday, hence my neglect of not paying you all a visit; and you know we must spurt a bit before an 'exam.' takes place," was Furnivall's greeting. This celebrated English amateur thinks extremely well of America and Americans. An adjournment to "Spier and Pond's" and a "refresher" was in order, and in course of a little talk, I put the question, "How did you come to allow F. J. Osmond to lower your supposed invincible spurring powers?" "Well, it was like this: Before the race started Mr. Hillier came to me and said, 'we know you can beat our man, and therefore your job is to beat Illston.' The consequence was, for once in my life I allowed other people's opinion to outweigh my own. I watched and beat Illston, and was caught napping by Osmond. I never took Osmond into consideration, but you bear in mind, he will in the future bear watching, as I think he is a good one. I don't know if George Lacy was giving me 'tally,' as you Americans say, but one thing is certain, the ruse worked well." "Will you be seen on the track again?" "No, never again; that is my determination. My people wish me to stick to my profession, and give up racing altogether." "I have read the interview a reporter of *Wheeling* had with you some two years ago on 'windage' in cycle racing, and the influence it had against fast times; have your ideas changed on the theory, or do you now hold the same view on the question?" "Yes, I do, and think resistance of the elements is everything when fast time is under consideration. I think your man, Rowe, or Temple, or any first-class man, could do two minutes for a mile if there was an entire absence of wind against, and good pacing." "Yes, I have noticed in the large building, second-class men can do much faster time than outdoors, which demonstrates the correctness of your theory." With a few

commonplace remarks on racing, training and the form of different men, I left this intelligent English athlete, and wandered down through Holborn and Fleet streets, thinking deep thoughts as to if I should ever be able to do 2.10, without training, if the element was "wid" me.

THE most marvelous sign of the times is, the editor of a London paper, who stuck bravely to the correctness of Rowe's wonderful records, is about the only man in England to-day that "believes firmly" that Engleheart will beat Rowe in their ten-mile race at Birmingham on Easter Sunday. I had to laugh the other day in Agricultural Hall; walking through this building, I came across this editor, who was in conversation with Rowe, Kauffman, Allen and others. Rowe got off this to the editor: "I'm afraid you allow your partiality to outweigh your judgment, as you are the only man who has said you think Engleheart can beat me. If you place Engleheart ahead of Howell you are woefully mistaken." In his next issue, the editor says: "Rowe, like all Americans 'we' have met, is full of confidence." I should think so.

"GENTLEMAN JOHN" thinks seriously of changing his nom de plume. Some people joke him about it, and I would not be surprised to see Angel, Ripley, Sandwichman, or some other cognomen in future grace the "copy" of my distinguished confrere. *Bicycling News* is particularly severe on the genial J. P., and he threatens reprisals. Talking of *Bicycling News*, I thought the other day, considering you, Mr. Editor, and your co-editor had used pots of ink and reams of paper in endeavoring to make friend Hillier believe the Springfield records "were all right" I would take the "living testimony" round to 1 Crown Court, Threadneedle street, and was soon in the office of G. L. H., stock broker, who received us as he does all Americans, in a friendly spirit. Having other engagements on hand I left Mr. Rowe in Mr. Hillier's care, and have no doubt that much racing and records was the theme, as the *Bicycling News* editor knows more about racing and the sport generally, than most people have forgotten.

TEMPLE's foot continues obstinate, and his Easter engagements have been all cancelled by the doctor's orders, but we hope to see the Chicago lad astride his new 53 1-2-inch Humber in a few weeks.

THE American team open the Inter-national Continental Amateur Championship meeting in Berlin, on June 10, 11 and 12, and the five following weeks appear in the first of the 40 German cycle tracks, all of which, the editor of the Berlin *Der Radfahrer* tells me, are in first-class condition. The exact dates of the team's appearance in France are not decided as yet. It may be possible the team will be in two sections after June; two on the Continent, and two in England to match the cash prize meetings. Rowe has run every race (some twelve) since his arrival in England, and even on boards, has not asked any man to favor him, although *Wheeling* hints so much this week. I will give *Wheeling* a page advertisement of the fact if they or anybody else can prove such a thing.

## NEW ORLEANS.

## "BI."

WEATHER permitting, A. M. Hill, the "vet.," is next Sunday to make an attack on the existing Southern five-mile record of 16.48, made by W. W. Windle at the Atlanta (Ga.) tournament in October last. Guillotte was trying for it in last Sunday's race, and but for his spell, would have succeeded. He isn't out of the swim yet, however.

PRESIDENT RENAUD, of the Cycling Club, has presented a handsome medal to be contested for during the summer in a series of handicap races, the member making the best average in the series to become permanent possessor of the prize, which is to be known as the "President's medal." The selection of routes, arranging of dates, etc., has been entrusted to a committee of three, who have just made public the following "schedule:" May 13th—Two and one-half miles, Napoleon avenue to Carrollton; June 10th—Ten and one-half miles, Carrollton to Schadwells; July 15th—Eleven miles, Lee Circle to West End, via Carrollton; Aug. 12th—Five miles, Horticultural Hall drive; Sept. 8th—Eight miles, Shrewsbury route. This will furnish all sorts of riding, from shell road and asphalt, to sand and its accompaniment, and the best man is pretty apt to come out on top.

FROM the above programme it will be seen that the roads will be used pretty extensively in this series, and a word or two on the chestnutty road racing problem may not come amiss. I have a high regard for the opinions of such men as Secretary Bassett and "Senator" Morgan, but has it ever occurred to these gentlemen that it is an utter impossibility for every city and two-horse town (one-horse shebangs can't generally boast such a "new-fangled thing" as a bicycle) in the country to possess a cycle track, and as racing

seems a "necessary evil" that may and will exist in almost every cycling neighborhood, what is to be done to curb it, where the means for a track are lacking? It strikes me that all this hullaboo about road racing is entirely too premature. When the authorities protest, then it is time to call a halt. They haven't done so yet, and unless the cycling press is specially desirous of having a quietus put on a harmless sport, it should not attempt to force the issue. The conditions of every neighborhood are not alike. I remember well when, some sixteen or eighteen months back, I was interested in a road race, and tremblingly applied to our city officials for a "permit" for the event. I can even now almost fancy I hear the careless "oh! you'll not need one; so long as you don't make too much noise, it's all right," in reply. So we saved our quarter, ran our race, and not a soul said "boo," though fully a hundred people and half a dozen vehicles were crowded around the finish. New Orleans is a big city, too, but I daresay that this is but a fair sample of how much the press, police and people elsewhere interest themselves in road races.

DURING the month of March, C. M. Fairchild, of the L. C. C., rolled up the noteworthy total of 1018 miles, riding every day; longest ride 103 miles, shortest, 7 1-2. C. M. is a regular mileage crank (hear him disclaim! It's in his eye, however), and contrary to your pet idea, Mr. Editor, he is neither a new rider or a novice, being of the crop of 1879.

It seems impossible to hold a division meeting lately. The one which was billed for the 9th inst, again attracted but a mere handful, and nothing was done for want of a quorum. League offices are usually such empty and thankless jobs that this sort of "monkey business" makes one really tired and discouraged. It would seem that past, present and prospective officials at least should know and realize this and lend their presence. Yet they don't. Of course excuses are plentiful, and I hear one from an "exalted-never-read-my-paper sort," complaining that he didn't get a postal. Neither did anyone else. I've been looking up records, and I find that this bright, particular division "big wig," during the last six or eight months, has done as much League work as this O, has secured as many members as this O, and ridden his wheel as many times as this O. By all means, let us erect a monument to this class. They're plentiful.

#### NEW JERSEY NOTES.

##### "RATCHET."

MR. EDITOR, I would like to ask if any of your readers have ever ridden, or know of anybody who has, the road from Flemington to Cherryville, in Hunterdon County, this State. As far as I can remember, the entire route is up hill, and such hills! The first one to be mounted, Cox's Hill, starts about one-eighth of a mile from the Presbyterian church corner, and is at least (I think) a mile and a half in length. A "write-up" of that section of New Jersey from the pen of some rider who knows "the lay of the land," would make interesting reading for your columns. Mullin Hill, about eight hundred yards west of Cox's Hill, while not so long, is much steeper for a quarter of a mile or so than the latter.

THE chances are that the town of Montclair will be illuminated by electricity within a month or so.

THE five-mile club handicap race of the Orange Wanderers will be decided on the Roseville track, Thursday, June 7, at 5 P. M.

JUST credit one more point to Orange, Mr. Editor, as Hillside avenue is to be graded, curbed and macadamized in short order.

THE residents of Palisade avenue, Jersey City, are starting a big kick over the condition of that thoroughfare. Let the cyclers of the city join in the kick, and something may be done toward improvement.

I MUST have been "away off" when I placed Randolph township in Essex County in my last. I thought I credited the item *Morris County Exchange*. I should have done so, at any rate, as Randolph is in that county, near Mount Freedom.

A LITTLE bird has whispered in my ear, saying that we may expect one or more race meets under the auspices of the Orange Wanderers, on the Roseville track, during the coming season. I hope it whispered truly, as, when the Wanderers have the say, there is always fun on the track.

THE authorities of Livingston are discussing the need of better roads. Some of the more enlightened of the villagers are fighting hard for macadam. A number of the "old-timers," however, seem to think "ploughed roadways" are "good enough." Some of them, to their credit (?) be it said, have no objection to having the roads

"harrowed" as well as "ploughed." Another good chance for missionary work.

ALL right, "7504," have a "live committee in every Territory containing so many wheelmen," as you say, but let us have the committees appointed at once, as we need better roads now. This is the time of the year to enlist the aid of horse owners, and as such committees have got to come sooner or later, why not appoint them right away. As for keeping the local papers supplied with matter relating to road improvements, just count me in.

#### BUFFALO.

##### "MERCURY."

STILL they come; booms, I mean. There are prospects of an athletic association being formed, for the purpose of encouraging the interest in cycling, base ball, lawn tennis, and other out-door sports. A meeting was held the other evening, and the project was discussed with much enthusiasm. A committee was appointed to look for suitable grounds, and a syndicate will be formed, which will purchase the land and make the necessary improvements pending the formation and incorporation of the association. A mile cinder path for cycling, to be laid out, will in itself be a boon to our wheelmen. Mr. Ducker was spoken to on the subject, and was very much pleased. Should the grounds be in shape by next fall, the tournament may be held there.

THE following sign adorns the front of a mechanic's establishment: "Silent steeds of steel artistically illuminated, lubricated, and embellished for the infinitesimal compensation or remuneration of two shillings per operation."

THE Ramblers, at their regular monthly meeting, elected Louis Bruce Vice President, in place of F. A. Barnes, resigned. Several new names will be added to the club's list, at the next meeting. Henry E. Ducker is among the number. Captain Hanenstein announced a club run to Lewiston for Decoration Day.

At the regular meeting of the Buffalo club, seven new members were elected, making a total of 118, the limit is 150. A committee was appointed to decide upon a club uniform; there are so many unattached wheelmen in this city who are members of the L. A. W. and accordingly wear the League uniform, that the club thought it best to have a distinctive uniform of their own. Captain Hotchkiss announced a club run to Erie, Pa. (century run), for Decoration Day; they go by train and return on wheel. The last club social took place Friday, April 13th.

#### CHICAGO.

##### "THE MULE."

THE Aeolus Club men, although not heard a great deal of outside of their own division of the city, are as lively a lot of boys as any. They have elected the following officers for the coming months: H. C. Barr, President; W. C. Smith, Vice President; N. Schuyler, Recording Secretary; F. Weissberger, Corresponding Secretary; H. Freeman, Treasurer; T. Bray, Captain. The retiring President has been presented with an L. A. W. badge. Captain Bray has been appointed by the club to serve on the Committee of Arrangements for Garden's second annual road handicap.

SURBRIDGE has lost Munger, who has joined the forces of House & Roe, and will remain there until Dec. 1st, and perhaps longer.

THE Illinois Club card of fixtures is out, and runs are scheduled all the way from twelve to ninety miles. The club has shown good sense in steering clear of such tremendously long journeys as have been sometimes attempted by others, believing in allowing such members as believe in century runs to enjoy them at their own discretion.

THE Committee of Arrangements for the Decoration Day road handicap is composed of Ed Oliver, Lincoln; H. D. Post, Owls; W. A. Davis, Illinois; Thos. Bray, Aeolus, a Chicago Bicycle Club Representative; and R. D. Garden. They are confident of receiving at least seventy entries. Gormully and Jeffery, with characteristic generosity will head the prize list with something handsome. With the entrance fees a special prize will be purchased for the man making the best time.

THE fraudulent McCurdy-Prince match has fallen through, and the former is in a ticklish position. He has been riding a Star, loaned him by Tom Roe, and has mortgaged it to an Omaha man for \$60.00. The mortgagee, supposing McCurdy would remain in town for the race with Prince, allowed him to retain possession of the machine, whereupon Mac decamped, and was last heard of in Kansas City. If the offender is caught Roe promises to go to Omaha and prosecute him.

## PITTSBURGH and VICINITY.

## "DUQUESNE."

MR. C. W. COFFIN should confine himself to what I said, and not rush into print without cause. If he will refer to my squib on the safety, he will find that I did *not* say his "pedals were cow-horn shape," neither will he find "words to that effect." I said they were bent. And I say again that they were bent many a time where a crank would not have been. This follows from the construction of the machine, and Mr. Coffin is well aware of the fact. Mr. Coffin has bent his pedal on a good level road, under circumstances which would not have affected an ordinary. If there are any misstatements in this I am willing to correct them, and furthermore, I would advise Mr. Coffin to wait for just cause before criticising. But to contend that any safety will not have more bent pedal pins than an ordinary is puerile, unless you ride on a fine road all the time, that has no obstructions over six inches high.

BROWNSVILLE has "the fever" now, and the men are talking of a quarter-mile track.

Now is the time to make your arrangements to attend the New Castle meet on July 4, next. If you wait until the last minute something will turn up to prevent your attendance.

MESSRS. PLACE and Murray are investigating the merits of the tandem bicycle, and before many weeks are passed they expect to own one. Murray says that if he has the *rear* seat he can wear Place out on the hills. Probably he could!!

## LONG ISLAND NOTES.

## "WING-FOOT."

My friend, the Solitary Connecticut, will be welcome in the "great century run," as will all the rest of the club. I only hope the New Havens will come in a body. If they do, perhaps the New Jersey boys and I will be able to get square with them for that Beauford Point dinner, last July. Does the "stout gem'm'n," who rode the tandem, remember my first attempt at riding double? "Solitary" is assured that the pace is not designed to be over eight miles per hour, and that racing is not to be allowed.

THE Mercury Wheel Club holds its first club run to Huntington to-morrow and Sunday.

THE Long Island Wheelmen beat the New York Bi. Club bowling team 29 pins in their match of Friday last. On the 27th they bowled against the K. C. W.s, and 28th they have a "stag" and theatre party with the K. C. W. at the Park.

THE Long Island Wheelmen had the biggest kind of a time on Saturday evening at their regular weekly orgie. Messrs. Steinwetz of the Casino, Kingman, Bretel, Prof. Dubois, the Ilderan Banjo Quartette, and other attractions (solids and liquids) took up the time until 12 P. M.

AT the annual election of the Brooklyn Bicycle Club Tuesday evening, the 10th inst., the following gentlemen were elected to their respective offices, viz.: Messrs. Howard Greenman, President; W. E. Fuller, Vice President; G. F. Corby, Secretary; H. Raymond, Treasurer; Howard Spelman, Captain. Messrs. Barkman and Borland, the latter on his safety, succeeded in getting down to Babylon on Sunday, and had a fearfully rough time of it. A couple of K. C. W. men also got through.

## NEWS

## AND COMMENT.

ALL the Lynn, Mass., cycling celebrities have been interviewed as to their views on the defeat of Rowe by Howell. They all seem confident as to the final result, and their comments are various, and some of them amusing. One of the interviewed on being asked his opinions, said, he thought "it was a *bottomless pit* sort of a note."!!

THE American team will appear in Berlin, June 10, 11 and 12.

E. MOHRIG, of San Francisco, will be in Boston about next week Tuesday.

Is Howell invincible? It certainly looks that way as our advices tell of the defeat of Rowe in the first of the series.

THE subject of our colored cartoon this week is Mr. H. D. Corey. His many friends will be pleased to have such an excellent likeness of the well-known "Harry."

THE Cambridge (Mass.) Club held their final ladies' night last week Thursday evening. The entertainment consisted of a varied musical performance and recitations.

PLATINUM plating may take the place of nickel. Experiments have been made by an English firm, and as it is far better able to resist action of dampness than nickel, it is likely to become popular.

THE Roads Improvement boom is not confined to these shores. Ireland has formed an association, and we sincerely trust that the movement will not receive the disapproval of the English Government.

THE Kings County Wheelmen, (N. Y.), held their annual dinner at Dillard's last Saturday. The usual Spring race meeting of the club will be held sometime in June.

THE Montreal Bicycle Club held their annual meeting Thursday, April 12th. The club is prosperous, and as vigorous and enthusiastic as ever it was in its younger days.

WE regret exceedingly to hear that W. McCandlish is a victim to the supposed infantile disease of scarlet fever. We hope next advices will report Mr. McCandlish better.

NOW that the N. C. U. of England have sat on road racing, the celebrated road riding club, the "North Road C. C." called a meeting April 11th, to formally organize a Road Records Committee.

AFTER the Baltimore meet, Washington cyclists cordially invite L. A. W. members to visit their city. A good time is promised. Bear this in mind when you make your plans for the Baltimore trip.

"EDEN PARK," Cincinnati, has up to the past few weeks been indeed a Paradise Lost to the wheelmen of Porkopolis. The stern angel at the gate has, however, been removed and the Cincinnati cyclists are once more allowed the sweet privilege of riding in "Eden."

THE tables are turned, and all over the country we hear of "liberty bills," similar to those of New York and New Jersey, being introduced into the Legislature. Wheelmen are getting to be a power, and they are consequently getting aggressive. Pennsylvania is now in line with a proposed "liberty bill."

THE Newcastle, (Pa.), Club will hold an all-day race meeting on July 4th. In the opinion of such riders as Hollingsworth, Wilhelm, Berlo, Swartz and many others, their track is equal to any in the country. Applications have been made for several national and State championships. Handsome and valuable prizes will be offered.

R. F. CROMELIN, of Harrisburgh, Pa., was in Washington last week, and "scraped" an acquaintance with Belva Lockwood, late the woman suffrage candidate for President. They were both riding bicycles on Fourteenth street, when Belva dashed along so close to Mr. Cromelin as to tear off his overshoe. Nothing was said on either side.

THE Lynn *Item* seems to think that "The creditors of the Lynn Cycle Club Track Association did not better themselves by not accepting one of the offers made them. The association made them two propositions. One was one-third cash down, one-third at the end of one year and the balance at the end of two years. The other was 50 per cent. cash. The creditors only secured a dividend of 44 per cent. through the Court of Insolvency."

ON the evening of April 9 the Fort Wayne (Ind.) Bicycle Club celebrated its fourth anniversary by eating a dinner. The Wayne Hotel was the scene of the celebration, and a right good celebration it was. Half a dozen guests were present, and speeches were made that were all good and none bad or indifferent. We notice the toast of "the Road Hog" was assigned to Mr. P. C. Darrow, of the *Gazette*, and we do not doubt but that P. C. made sausages of the "bicyclers' bane."

THE English Chancellor of Exchequer according to the *Cyclist*, "does not consider it advisable to impose a tax upon bicycles and tricycles, because he thinks no greater service could be rendered to a vast number of our young men than the freedom they now enjoy in being able to explore the country on their machines. And the Chancellor of the Exchequer is right, for to oppose even the smallest obstacle in the way of such an athletic exercise would be nothing short of a national calamity."

HENRY E. DUCKER writes: "I have at last awakened cycling enthusiasm in Buffalo, and as one of the results the *Courier*, one of the leading daily papers here, devotes a column daily to wheeling, and I send you a specimen of what it has to say. You have probably heard of the great International fair to be held here, and for which Buffalo people have raised \$500,000. Well they want the tournament badly, and if I make good arrangements with them it will last four days, and I estimate an attendance of at least 100,000 people. This will give the wheel such a boom as it has never had

## ✦ A FEW THINGS WE DO NOT ADVERTISE. ✦

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For riders of from 8 to 16 years of age. 24-inch wheels, 5-8-inch tires; adjustable coned bearings.

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30-inch driving wheels; a really good tricycle for riders of from 6 to 15 years of age.

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Steered by either rider.

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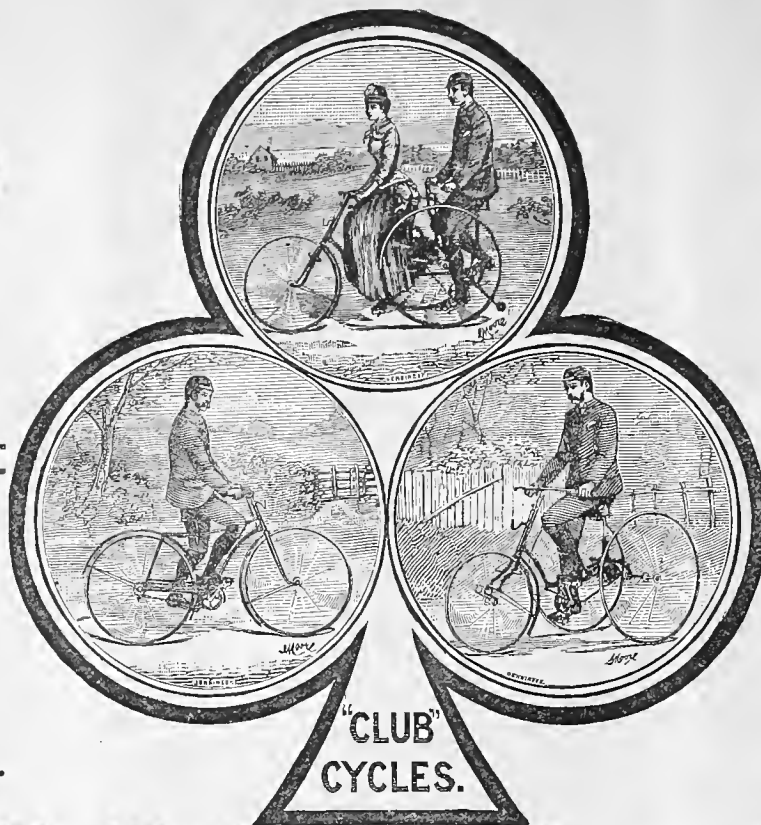
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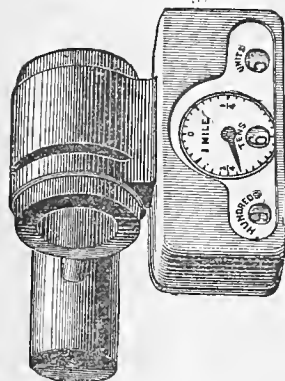
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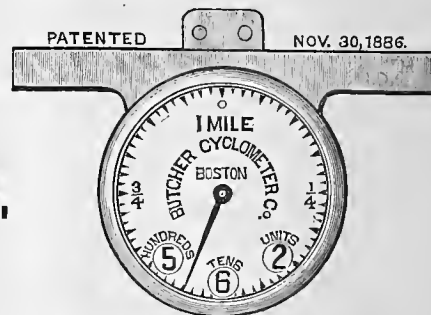
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(See L. A. W. Bulletin Feb. 24th) is learned the  
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in the world as yet, and if my health only holds out the coming season we will astonish the world. Now what I want to see is the Eastern croakers (that say a large tournament could never be held in a large city) come to Buffalo this fall, we will send them all home with the idea that Boston and New York will have a tournament in 1889."

Our much respected *confreere*, "London W.," does not approve of "aged men" struggling for supremacy on the path or road, and he seems to think our offer of a medal to be run for at the Baltimore meet a wicked device that may result in harm, through the over exertion of our "aged" friends. That there is an interest evinced is shown by the many letters and postals we get recording performances by "aged" men. The latest is from No. 5691, and he claims a record of 100 miles on the road in 7h. 56m. A thirteen-mile gait for about 8 hours is good going for the best of us. Next, if you please.

Mr. F. P. PRIAL and Mr. Newman, of the *Wheel*, were in Boston this week, and gave us a call.

Mr. HOWARD P. MERRILL, who last fall left for Los Angeles, Cal., has lately returned to his old position on the Springfield *Union*. He writes: "I have been in exile, so far as bicycling is concerned, but now I am back I propose to keep up with the procession." We are glad to welcome Mr. Merrill back.

#### BALTIMORE MEET NOTES.

A. E. MEALEY, Chief Consul, has addressed a letter to the Merchants and Manufacturers Association asking the co-operation and support of that body towards making the wheelmen's visit a success. The association has informally assured the Chief Consul of its support, and no doubt the members will subscribe towards making up the sum needed.

The route of march has been decided on, and is as follows: The line will form on Boundary avenue east of Charles street and will move down Charles street on east side to the south side of Monument, to Cathedral; countermarch on north side of Monument to the west side of Charles, to Madison, to Madison avenue, to Robert street, to the west side of Eutaw place, to Lanvale street, to the east side of Eutaw place, to Eutaw place extended, to Druid lake, where the men will be dismissed after the usual league photograph has been taken.

The business meeting will be held at 9 A. M., June 18th, and the Academy of Music has been fixed on as the place of meeting.

A party of 350 New Yorkers under the leadership of Chief Consul Bidwell, will go to the meet on a "special"

President Kirkpatrick, who will act as Chief Marshall, has appointed the following aides: E. P. Hayden, Baltimore; W. S. Bomberger, Hagerstown; W. S. Bull, Buffalo, N. Y.; Harry D. Corey, Boston, Mass.; W. R. Tucker, Philadelphia; S. T. Clark, Baltimore. Two or three others will complete the list.

#### OFFICIAL ANNOUNCEMENT.

THE annual tour of 1888 will be from Philadelphia to Baltimore. Leaving Penna club house, Girard avenue, the morning of June 11, and arriving in Baltimore the evening of June 17, the eve of the Baltimore meet. The route and details will be published later.

W. S. BOMBERGER,

Hagerstown, Md., April 12, 1888.

Tourmaster.

#### THE POUGHKEEPSIE BICYCLE CLUB ENTERTAINMENT.

LAST week the Poughkeepsie (N. Y.) Bicycle Club gave a most enjoyable entertainment at the Casino Rink. Some six hundred people passed the doors, a large proportion of which were ladies. President Bullard headed the squad of wheelmen in their grand entree, and after that A. Edmans and E. Ellenwood, both of Troy, gave a very good exhibition of trick riding. The "drill squad" then repeated their evolutions *in the dark* with lanterns swung to their handle bars. It was evident that this feature of the entertainment met with vast favor at the hands of the younger part of the audience of both sexes. A tug-of-war came next, Poughkeepsie vs. Newburgh. The west shore men had to give up four feet of their rope, and so Poughkeepsie scored a victory. Then came the feature of the evening, a game of polo between Poughkeepsie and Newburgh teams. Neither team knew anything about polo and hence much fun. "Fouls" were the rule, and some of the scrimmages were extremely laugh-provoking. Again was Poughkeepsie's team declared the winners by a score of 3 to 0. At the conclusion of the fun at the rink all adjourned to the club house at a late hour, all declaring that the Poughkeepsie men were hospitality personified. \*\*\*

#### LIFE AND CYCLING IN NEW MEXICO.

A PERSONAL letter from ex-Captain Whitney of the Boston Club, dated from his sheep ranch near Albuquerque, N. M., was received by us the other day, and we are sure Mr. Whitney will pardon us if we give to our readers a few short extracts therefrom:

"I write this letter from our outer ranch, on which is built a one-story adobe house, 13x20. Our headquarters are twelve miles distant, and the house thereon is the finest ranch house in the Territory. We have a force of ten Mexicans and two white men. The Mexicans are a nasty crowd, and are very treacherous. I do not go around without my self-cocking seven shooter, as it may be wanted badly at any moment. The country round here is nicely adapted for cycling, a fine climate and good roads, the latter of which compare favorably with those of Eastern Massachusetts. I am going to send for my safety, and will utilize it to great advantage. Since I have been here, only three or four days have been unfit for riding, and barring the rainy season, which occurs in June and July, we can have ten months of almost continuous riding. I must say I miss steward Nottingham's good dinners, and I have to be content with pork, beans and tortillas, not a very luxurious diet, but I must acknowledge it is 'fillin'.' I hope to be in the Hub after 'shearing time.' We have now 4000 'old lambs' (i. e.), one, two and three years old, and if we have luck we shall show an annual increase of about 1500." Captain Whitney winds up by desiring to be remembered to all friends, whether they be North, South, East or West.

#### THE GREAT CENTURY—NEW YORK—PHILADELPHIA.

THE New York—Philadelphia Century is booming. The meeting of delegates from the clubs interested for the purpose of arranging details, will be held in room 10, 25 Broad street, New York City, on the afternoon of Friday, 27inst. Any club in the vicinity of New York, which through inadvertence, has not received special invitations, is cordially invited to send a representative. Out of seventeen clubs invited, all have taken action with the exception of the Brooklyn Bi. Club. The estimate of riders from these 16 clubs alone goes above one hundred. I wish to reiterate that the run is not to be a road race, but a comfortable day's ride, with a good dinner and a rest at Trenton.

The Philadelphia Clubs are becoming interested in this end of the procession, and promise a great turnout. I have today asked Mr. Tucker of the Associated Cycling Clubs to arrange for the evening run out on the Pike. My thanks are due Mr. H. B. Hart, for assistance.

For "Plain Side," in the notice of meeting in last week's *WORLD*, read, Penn Side. Also rendezvous for "rendervooas."

Mr. Righter, of Newark, makes the good suggestion that, two or three days before the 16th of June, exploring parties be sent out over the roads to be traversed, between all large towns, simultaneously; each party reporting the state of the roads between its town, and that of the parts next ahead.

Would it not be well for the Orange or Elizabeth Clubs to start the project of a ladies' tour, starting on Friday, June 15th, stopping over night at Trenton, and being overtaken near Philadelphia by the Century party?

WING-FOOT.

#### THE EASTER MANEUVERS OF THE ENGLISH TROOPS.

WE cannot give the space necessary for an exhaustive account of these interesting maneuvers, and how the cyclers took active part in same, but we cut the summary from the three English cycling papers which will convey an intelligent idea of what was accomplished. *Wheeling* says: "It may be taken that under no possible circumstances, short of deep snow, could the earlier work of the cyclists have been harder. It is certain that they overcame all difficulties and learnt many lessons. It is certain that, taking the march from Guilford to Ashford, (75 miles) no body of troops, however mounted, could have covered the distance in the time, taking cavalry to stick to their own horses. The value of Cyclists scouts is undoubted; as is their ability for rapid movements, aided, when necessary, by rail, but always ready to proceed to any place to which there is a road; to blow up a bridge, or obtain information, or other work not requiring fighting in large numbers. It is only by continually trying their power that their best points will be discovered. As to opposing cavalry at close quarters they cannot, and against infantry they will always be the smaller number."

Then *Bicycling News* remarks that: "Nearly the whole of the force (100 men) were mounted upon safeties, upon which the rifles were carried in clips, but the three Hartlepool men, the one East Anglian representative, the Post Office men, and two West Surreys were mounted on ordinaries. Upon these machines the rifle was carried up the backbone, the butt resting in a bucket over the back-

wheel. The tricycle riders had a bad time of it, and in Surrey, Hants and Wilts, the ruts were so deep and so stiff that it was some times very difficult to keep safeties right end uppermost. L. Corp. Radermacher, of the Victorias, fainted from exhaustion on Friday, and Lieut. Lownes was so done up between Stockbridge and Salisbury that he went to sleep in the rain by the roadside. Great regret must be felt that the Maxim gun carriage gave out, as well as for the failure of the Flying Sapper, but as these were purely experimental machines nobody is to blame. The failure of the Sapper at least points to the fact that in the construction of military machines of this class, brazing must give way to bolting, and the machine must be made as easily repairable as possible, even at the sacrifice of a little lightness. Should cycling develop into another arm of the service, the honor of forcing its capabilities upon the authorities will remain with Lieut. Colonel Savile and the men who so willingly seconded him both this year and last."

The *Cyclist* says: "The march past of the new corps of cyclists who were honored by leading the columns, took place after being inspected by His Royal Highness the Duke of Cambridge, who examined both officers and men as to the distance they had ridden, and was astonished that so many had succeeded in covering such distances as from Salisbury to Dover in the time allowed them. The march past was admirable. The force consisted of 100, and was divided into five companies—the first was composed of engineers; second, 26th Middlesex, just raised; third, 4th Manchester with detachments from Durham and Liverpool; fourth and fifth from the Scots, 24th Middlesex, and London Rifles and West London."

#### W. WOOD BEATS R. HOWELL.

It was a veritable surprise party that assembled at North Shields on Easter Saturday and saw the "champion of champions" vanquished. It was a surprise for Howell and his friends, and it was a surprise for the supporters of Wood. The distance run was fifteen miles, and one of the most remarkable features was that Howell never once led the Shields man during the race. The time, 51.27, was not remarkable except for its slowness. The greatest excitement prevailed at the finish.

#### HOWELL GETS BACK AT W. WOOD.

On Easter Monday at Leicester, Howell met W. Wood in a ten-mile race, and in view of the defeat of the former over the latter the week before, great interest was manifested. Wood led into the straight, but Howell's blood was up, and he rode as he never rode before, beating the Shields man by about four feet, time, 33.22 1-2; thus having his revenge.

#### WOODSIDE BEATS ALLARD.

F. W. ALLARD made his formal entry into the professional ranks on Easter Monday by riding a ten-mile race with Woodside. The track was a bit soft, a rain prevailed during the race and a strong, cold wind blew, making affairs for riders and spectators anything but agreeable. Entering the last lap, Woodside cut loose and crossed the tape ten yards ahead of his competitor. Time, 35.28.

#### THE ROWE-ENGLEHEART MATCH NOT RUN.

OWING to a bad accident to Engleheart on the morning of the day on which the ten-mile match was to be run, April 2d, the match between Rowe and Engleheart had to be postponed. So that the spectators should not be disappointed, arrangements were made with F. W. Allard to ride the distance with Rowe. Considering the fact that Allard had just ridden a hard race with Woodside every one admired his pluck, and the way he gave the big American all he wanted, to win. We take from the *Cyclist* an account of the race: "Rowe bestrode a 55-inch 'Columbia' racer, weighing just over 21 pounds, built by the Pope Mfg. Co., which mount he will ride in all his races in the Old Country, whilst Allard used the well-known wheel of the Coventry Machinists' Co.'s make. The pair were dispatched to a good start by Mr. G. R. Smith, Jr., and the following is a brief description of the race: Allard went away with the lead, Rowe going on in front after three laps had been traversed, and after leading for five laps Allard went on, resigning again to Rowe on the fourteenth lap. In the twenty-first lap Allard led, whilst three laps later the men passed the mark level. Seven laps from home Rowe assumed the command, and was never again headed. Despite the plucky endeavor of the Coventry man to get up on terms, the American held his own, and won an exciting race by a little more than a yard in 36m. 30s."

#### HOWELL WINS THE FIRST RACE OF THE SERIES.

ADVICES received report a loafing race for the five-mile race between Rowe and Howell, resulting in a victory for the Englishman in 15.37 1-5. We take the particulars of the race from the *Boston Globe*. "Today's distance was five miles. Rowe was in excellent condition, and, contrasted with Howell's overdrawn look, ought to have been the favorite, but the Englishmen preferred to trust a man whom they knew from experience is a first rate rider, and seven to four was freely laid on Howell. At the start Howell took a slight lead at a moderate pace, Rowe hanging on to the back wheel of his opponent. This continued to the end of the first mile, which was completed in 3 min. 11 1-5 sec. The pace was somewhat worse, but the positions was unaltered, during the second mile, the time at the end of which was 6 min. 24 1-5 sec. The crowd urged the men to improve the pace, but neither heeded the advice, and the third mile was finished 9 min. 39 sec., and the fourth in 12 min. 49 3-4 sec. from the start. Then both warmed to their work, excited by the shouts of the multitude. In the last lap, half way round, Rowe made a fine spurt and forged quite six yards ahead and for a moment looked liked winning, but Howell replied with one of the splendid rushes for which he is famous, quickly passed his man, and won by five yards amid the greatest enthusiasm; time, 15min. 37 1-5 sec. The mile race will be run at Wolverhampton, April 28, and the 10 miles at Coventry, May 12th."

#### AN EXCITING MATCH RACE AT NEW ORLEANS.

SINCE my last the Graham-Guilotte match, of which mention was then made, has taken its place among the things that have been. The banter was given and accepted, the match arranged and run off, all within three weeks. It took place Sunday, the 8th inst., on the shell-drive encircling Horticultural Hall, in Andover Park. It was without any great hope of even making up the heavy odds, but more to "keep his word" than anything else, that Guilotte allowed Graham the four-minute start in five and a half miles, but when the latter had reeled off his first two laps in 3.17, and was well around on his third before Guilotte had even started, it became plain to everyone how stern and hopeless was the chase. Guilotte, however, started at a rattling clip, making his first lap in 1.27; second, 1.30, after which he commenced to drop back, and after the fifth lap did no better than 1.42. Graham kept up a hot pace for two miles, when he, too, commenced to fail, settling into a four-minute gait, but when Guilotte caught him on his sixth round, it seemed to infuse new life into the boy, for he brightened up and clung to his speedier competitor's rear wheel until the finish, hanging on in fine style, finishing his 5 1-2 miles in 20.12 1-2, while Guilotte had still two laps to cover. The latter, however, never completed them. After his third mile an overloaded stomach commenced to make itself felt, and though he was in evident distress, and rode in poor form, he refused assistance, and hung on as long as he did out of pure bull-dog grit, backed by a powerful physique. Towards the end Guilotte's appearance "kinder" scared the boys; his eyes were rolling wildly, his skin seemed drawn to a severe tension, and was fairly crimson in color: he was frothing at the mouth, and kept pressing his hand to his side, and rode so out of his usual splendid style that everyone felt easier when he quit. He was game to the last, however, and doggedly refused to dismount his wheel until he could do so alone. His time for the ten laps was 16.10, as against Graham's 16.50, for the same distance—both inside the local record. Each lap is a trifle short of a half mile, about 200 feet. The timing was done by Messrs. H. W. Fairfax, A. M. Hill, and R. G. Betts, Graham surprised everyone by his speed and staying powers, and, when he clung to Guilotte's little wheel for round after round, his friends fairly "bubbled o'er." He has hitherto been rated only "passably fair," but now his neck is broken for any more big handi-caps, and an eye will be kept on him in future events. "B1."

#### TRADE NOTES, CLIPPINGS, AND ALL SORTS.

WE hear "tidings of comfort and joy" from the Coventry Machinists' Co., to the effect that the activity and enterprise shown by that firm this season is bearing fruit.

THE Pope Mfg. Co. has had in use for about a month a Long-Distance Telephone over a copper wire, extending from their Boston office to their Hartford factory, a distance of 125 miles. During the recent great storm, when the telegraph wires were all down, the Pope Co. was able to talk with its factory, with the exception of a few hours. The telephone is used for transmitting orders, enabling the company to notify the factory of an order within a few minutes of its receipt. This modern convenience results in the saving frequently of twenty-four hours in the filling of an order.

If you desire to ride safe and attain speed, climb hills with ease, ride rough roads with but little vibration, buy the 1888 pattern Springfield Roadster. \$75.00. \*\*\*

THE Cycle Supply Co., of No. 3 Berkeley St., is a new-comer, comparatively, but we think our readers will acknowledge that they are rushers. We would advise all to keep an eye each week (this week especially) on our advertising columns, and see what the Cycle Supply Co. has to say to the cycling world.

THE most "toney" card that it has been our pleasure to see is that which the Gormully & Jefferey Mfg. Co. have issued, with the heading "Our Greeting to you Gentlemen." It is beautifully engraved with the well-known cut on the cover of the Indian, the dead horse and the bicycle, an allegory that all can read. While speaking of this firm we want to say a word about the Boston headquarters, 243 Columbus Avenue. Mr. J. S. Murray is the New England agent for the "American Cycles," and we must congratulate both parties on the move into a location where no doubt the Gormully & Jefferey goods will receive their share of the attention from the riding public. The store is an elegant one, and is fitted up in the most complete manner. There are dressing rooms for both ladies and gentlemen, and Mr. Murray has a snug private office. It is the intention of Mr. Murray to cater to the "hiring public." He will keep on hand a first-class lot of two and three wheelers for the use of both sexes, and it is to be hoped his enterprise will be amply rewarded. He still keeps the old stand at No. 100 Sudbury, for a repair shop and a riding school. Give him a call at his new headquarters and see his full line of "Americans," and also his second-hand machines.

"G. MINTURN WORDEN, of the John P. Lovell Arms Company of Boston, gave an exhibition to-day of the advantages of the Springfield roadster bicycle of which E. R. Darling, 129 Main street, Woonsocket, is the agent. He rode off very difficult curb-stones, ascended and descended steep hills and got wonderful speed out of it on the level. He proved that on this machine a "header" is impossible. Mr. Worden severely strained his knee a week ago alighting from a train, so nearly all the work was done with one leg. A great crowd witnessed the exhibitions."—*Woonsocket Paper*.

THE Overman Wheel Co. write: "We are doing at our factory what we have never known to be done in a Cycle factory before, that is, running night and day. We have two separate gangs of men, a day gang and a night gang. The demand for wheels is so great that this is necessary in order to keep up with orders. Our engine never cools off. We expect to continue this through the season, and are making large additions to our present factory, which is already quite extensive. Our machinery is all new, and the latest pattern."

"As busy an establishment as any house of any class of business in the city just now is Whitten & Co.'s cycle agency, (Providence, R. I.) The extraordinary boom hereabouts last season will be more than duplicated this year. League members should, every one of them, take it upon themselves to see that the boom is not confined to spreading the popularity of riding, but is turned to increasing the League's membership and strength." Glad to hear it, and we hope the readers of this paper will bear in mind that Whitten & Co., are patentees of one of the best whistles on the market. see their advertisement.

# CYCLE DEALERS

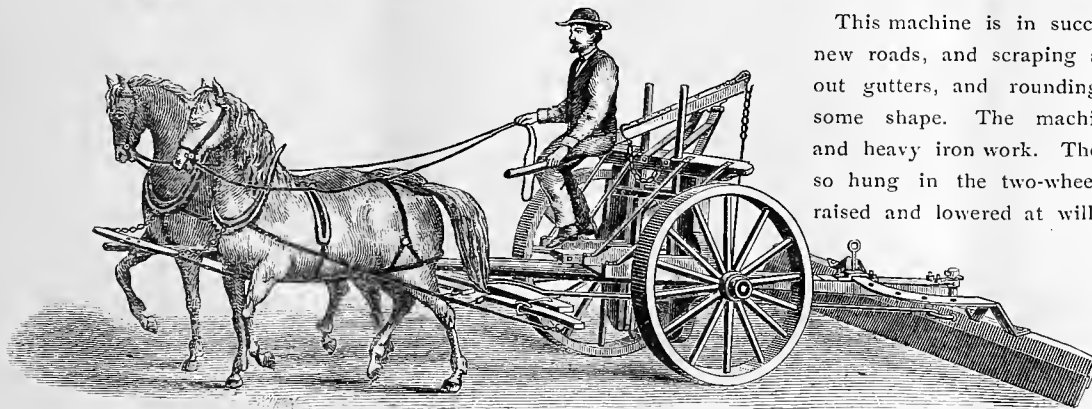
Send Us Your Business Card,  
We will put you on our list, and from time to time send you our discount sheet on **LAMPS** and other **CYCLING SUNDRIES**.

Take one minute to do this—it will pay you.

**THE CLARK CYCLE CO.,**

Pearre Building, - - - BALTIMORE, MD.

## Davis Patent Road Machine.



This machine is in successful operation for making new roads, and scraping all roads to a level, laying out gutters, and rounding up the middle in handsome shape. The machine is built of Ash timber and heavy iron work. The pole is 16 feet long, and so hung in the two-wheel carriage that it can be raised and lowered at will by means of the lever, as shown. The scraper is secured to the pole by means of a heavy steel spud, which allows angling to right or left by means of the circle iron, and the draft is al-

ways direct from whiffletrees to scraper through draft-rod under pole.

✂ Send for Circular and Price.

J. W. DAVIS & CO., 134 Water St., NEW YORK.



ABBOT BASSETT, Secretary-Editor.

#### LEAGUE OFFICERS.

PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.

VICE PRESIDENT.—H. W. Hayes, 103 State St. Boston, Mass.

TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

MR. BREWSTER sends his first acknowledgement of subscriptions this week. There are more to come.

NEW YORK has formed a Roads Improvement Association, and the first important action it will take will be a movement in Albany to secure the passage by the Legislature of a bill to secure the improvement of roads in the State. The wheelmen are the hardest workers in the association, and the Secretary is Isaac B. Potter, Esq., Representative for New York in the Board of Officers, and the forwarder of the celebrated Liberty Bill.

INTEREST in Kentucky legislation is still very keen. The representative who introduced the anti-wheel bill, has now introduced a bill for the repeal of tolls on certain turnpike roads, and thus redeemed himself in the eyes of wheelmen. The Kentucky men will now proceed to introduce a liberty bill which they expect will pass without much opposition.

THE officials of the Pennsylvania Division are at work upon a liberty bill similar to that passed recently by the legislature of New Jersey. It will be introduced at the next session of the legislature, and gives cyclers the same rights upon a public thoroughfare that are allowed horsemen and vehicles.

NEW YORK is going to work in earnest on the roads question. An association is being formed to push a bill in the legislature and this will include horsemen, farmers and wheelmen. When the roads are to be improved, horses and bicycles have a common interest, and the devotees of each are drawn towards each other. Good work can be done if the two pull in one boat.

THE new road bill which will be introduced at Albany will do wonders for the roads in New York if it be passed. It provides for the creation of a Roads Commission, the levying of a very small tax throughout the State, and the building and maintaining of improved highways between every county seat in the State. The bill further provides for the improvement of minor roads after the highway system has been completed.

IN reply to several inquiries we will say that the League has no idea of changing its uniform the present year.

THE District of Columbia Division has voted to extend an invitation to the League to visit Washington on June 21st, the day after the close of the League Meet at Baltimore. An attractive programme will be arranged.

THE Connecticut Road Book will be sent out on and after May 1. The first edition of 600, contains three hundred dollars' worth of maps alone.

THE Chicago cycle clubs have organized for work in the interest of cycling. Each club will pursue the even tenor of its way in everything that pertains to its individual interest, but when the cause of cycling needs defence or encouragement, the new association will act, and thus the influence of wheelmen will be much more effective.

IN many places it has been found necessary to pass special laws to prohibit cycle riding on sidewalks. Special legislation of this kind is always hurtful to the cause of wheeling, and it is to be regretted that wheelmen are responsible for such laws.

WASHINGTON TERRITORY is being colonized. Within a year three wheelmen from the East have located there, taking their wheels with them. And now we hear of a cycle club with thirty-five charter members in Tacoma. Thus does a little leaven make a great uprising, and thus does the cycling missionary preach the gospel of the wheel with tangible results.

MARYLAND and Rhode Island have reason to be proud of their records. They have met and passed the maximum of last year and yet they have just begun to work. Success seldom comes without effort. The late lamented Fanny Dombey refused to make an effort, at the earnest solicitation of Mrs. Chick, and Dombey became a widower and little Paul was motherless. In like manner clubs go out and divisions decay, when an effort would make them flourish like the much lead about emerald-hued bay

tree. It is not an unlooked-for coincidence that the most thriving divisions are headed by the hustlers, if we may be allowed the word, of the League. Gentlemen, we look toward Maryland and Rhode Island, and we likewise bows.

WE are in receipt of a communication from the Secretary-Treasurer of a large division, in which he says *inter alia*: "I have held this office three years; and each year we have had many hundred names on the division roll. Out of the whole lot, and during the whole time, just one man has requested his address to be changed. We are at no little trouble to get communication with all our members, for the mail list, with which the Secretary-Editor supplies us on call, does not contain the addresses of out wandering members, whether they be out of the State temporarily or permanently, and it does contain the addresses of many men who are not members of our division, though residents of other States." The State officials often have literature and official notices to send out, and it is important that every League member keep his address with his Secretary-Treasurer as well as at this office.

#### Indiana Appointment.

I am in receipt of the resignation of A. B. Irvin, of Rushville, Ind., as Chief Consul. I take pleasure in appointing as his successor J. Fred Probst, of Terre Haute, who will at once assume the duties of the office.  
T. J. KIRKPATRICK, President.

#### California Racing Board.

Report of meeting of California Division, Racing Board, held in San Francisco, 23d March, 1888:

The application of the San Francisco Bicycle Club for the five-mile State championship, to be run about 9th September next, was received and placed on file, pending the selection of a definite date for the meet.

The two-mile State championship was assigned to Bay City Wheelmen, to be contested on 30th May next, at Oakland.

The half-mile Coast record, made by Wm. G. Davis, on 24th November, 1887, at Oakland, in 1.27 3-4, was accepted.

It was decided that the championship medals for 1888 must be of uniform design, and are to cost \$25 per pair. C. P. Peterson, 404 Post Street, San Francisco, has the contract for making them.

The rule relating to limits in handicaps was abolished as impracticable.  
ALEX. S. IRELAND,  
Chairman California Division L. A. W. Racing Board.

#### District of Columbia Appointments.

I have appointed the St. James Hotel, corner 6th St. and Pa. Ave., as the League hotel for Washington.

Mr. E. B. Forney, No. 1211 Pa. Ave., Washington, and Mr. Albert Albert T. Newman, No. 3136 M St., Georgetown, D.C., are this day appointed Consuls.

Fraternally, etc.,

GEO. S. ATWATER, Chief Consul.

#### Mississippi Appointment.

I take pleasure in appointing as Chief Consul of Mississippi, Mr. George G. Clarke, of Greenville.

T. J. KIRKPATRICK, President.

#### Nebraska Consuls.

The following Local Consuls have been appointed for Nebraska, Lincoln, R. D. Addis; Sterling, F. O. Dort; Plum Creek, F. L. Temple; Beatrice, F. A. Robertson; Schuyler, E. H. Phelps; Plattsmouth, T. M. Patterson; Fremont, Paul A. Colson; Sutton, Theo. Wentz; Chapman, J. Eaton; Elwood, C. W. Gilmore; Geneva, R. P. Fuller; South Omaha, H. B. Mulford; Stoddard, W. G. Wilson; York, R. McConaghy.  
F. N. CLARKE, Chief Consul.

**Reinstatements.**

By unanimous vote of the Racing Board, James Bearup, of Wellington, Ohio, and Allie P. Steele, Franklin, Pa., have been reinstated as amateurs.  
J. H. COOLEY, Chairman.  
Plainfield, N. J., April 14, 1888.

**Maine Representatives.**

Our State now being entitled to two representatives, I hereby appoint Mr. C. D. Batchelder, of Sanford, and Mr. Harry S. Higgins as L. A. W. representatives for the remainder of present term.  
FRANK A. ELWELL,  
Chief Consul for Maine.

**Maryland Appointment.**

Mr. Clarence Hodson is hereby appointed Local Consul at Crisfield, Md.  
A. E. MEALY, Chief Consul.

**Subscriptions Received.**

I have to report the following subscriptions to the fund now being raised in accordance with the circular of the Executive Committee, for the benefit of the L. A. W., viz.:  
No. 1—March 24th, Rhode Island Division..... \$50  
No. 2—March 29th, N. McDaniel, Washington, D. C..... 1  
No. 3—March 31st, Massachusetts Division..... 300  
No. 4—April 4th, S. L. Griffin, Ogden, Utah..... 1  
Total to date..... \$352  
Yours truly and fraternally,  
W. M. BREWSTER, Treasurer.

**APPLICATIONS FOR MEMBERSHIP.**

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 135—Total 121—9131.

BOSTON, April 20, 1888.

**CALIFORNIA DIVISION—13—326.****Bay City Wheelmen.**

18305 Middlehoff, W. H., 701 Laguna st., San Francisco.  
18304 Pogue, H. A., 1719 Hyde st., " San Francisco Bi. Club.

18377 Porter, H. C., 116 Eddy st., " The Deceivers.

18356 Aguilar, R. F., Pomona.  
18354 Holt, Geo. D., "  
18357 Martin, John S., "  
18353 Parker, E. K., "  
18352 Smith, C. M., "  
18355 Urey, Albert S., "  
18351 White, Frank, " Unattached.

18283 Hinz, Louis, Jr., 2512 Post st., San Francisco.  
18376 Kollmyer, W. B., 614 Powell st., "  
18284 Tanner, F. H., 299 Hyde st., "

**COLORADO DIVISION—2—44.****Denver Ramblers.**

18273 Rice, Eugene R., 46 Tabor Block, Denver.  
18358 Hallett, Geo. E., 1420 Larimer st., "

**CONNECTICUT DIVISION—5—393.****Unattached.**

18359 Brooks, James H., 54 Governor st., Hartford.  
18378 Parker, Charles H., 60 Flower st., "  
18334 Hagberg, John A., Box 584, Norwich.  
18335 Lucas, Horace L., Box 1011, "  
18272 Norton, W. B., Box 235, Manchester.

**DISTRICT OF COLUMBIA DIVISION—1—St.**

Capital Bi. Club.  
18360 Graves, Benj. S., 915 N st., Washington.

**ILLINOIS DIVISION—11—511.**

Illinois Cy. Club.  
18306 Kniseley, R. Jr., 747 Fulton st., Chicago.  
18307 McCarty, J. C., 445 Ogden ave., "  
18308 Nichols, W. J., 235 Winchester ave., "  
18309 Patterson, H. B., 1192 Wash. Blvd., "  
18310 Sisson, M. E., 644 Jackson st., "  
18311 Sisson, W. P., 644 Jackson st., "  
18312 Weil, Benj., 629 Madison st., "  
Owl Bi. Club.  
18336 Field, C. G., 225 57th st., Hyde Park, " Unattached.  
18274 Swail, John H., Belvidere.  
18337 Parantau, Edward, National House, Elgin.  
18379 Miller, H. O., 5752 Monroe ave., Chicago.

**KANSAS DIVISION—1—109.**

Unattached.  
18275 Pickarts, J. Max, Leavenworth.  
KENTUCKY DIVISION—2—64.

Kenton Wheel Club.  
18380 Croninger, Harry, Madison ave., Covington.  
18285 Edwards, Nelson J., 108 W. Gray st., Louisville.

**MARYLAND DIVISION—7—305.**

Baltimore Cycle Club.  
18338 Cherry, L. J., 124 Hanover st., Baltimore.  
18298 Reed, James B., cor. Cheapside and Water sts., " Hagerstown Bi. Club.  
18381 Porter, Thomas H., Hagerstown.  
Unattached.  
18296 Bates, Fred A., 1605 Park ave., Baltimore.  
18297 Reese, Arthur L., 109 W. Pratt st., "  
18277 Spamer, E. O. H., 1324 Harlem ave., "  
18276 Spamer, John, 1324 Harlem ave., "

**MASSACHUSETTS DIVISION—16—1029.**

Mass. Bi. Club.  
18313 Burkholm, Andrew W., 71 Revere st., Boston.  
New Bedford Cycle Club.  
18339 Blackmer, Arthur L., 33 Sycamore st., New Bedford.  
18340 Briggs, Allen G., Box 100, Acushnet.  
18341 Smith, Fred W., 233 Middle st., New Bedford.  
Somerville Cy. Club.  
18316 Kimball, F. B., 33 No. Market st., Boston.  
Y. M. C. A. Club.  
18299 Beals, William E., Brockton.  
18301 Marshall, Frank H., Box 592, " Unattached.  
18314 Burkholm, Mrs. A. W., 71 Revere st., Boston.  
18343 Cummings, Hale L., 7 Edinboro st., "  
18301 Garran, Frank W., 90 Tremont st., "  
18317 Sheldon, Frank M., 3 Haymarket sq., "  
18344 Hosmer, Lucius E., 8 Linwood pl., Charlestown.  
18315 Duffall, A. E., 29 Mt. Pleasant st., E. Somerville.  
18300 Deane, Milton L., 18 Purchase st., Fall River.  
18382 Morse, Walter F., Norwood.  
18342 Andrews, Arthur W., 17 Catherine st., Worcester.

**MICHIGAN DIVISION—4—205.**

Unattached.  
18302 Selleck, Robert W., 415 Saginaw st., Flint.  
18362 Davis, Guy E., Ypsilanti.  
18364 Wallace, E. A., "  
18363 Smith, Warren H., "

**MINNESOTA DIVISION—1—52.**

Standard Bi. Club.  
18345 Gleason, E. A., Pioneer Press, St. Paul.

**MISSOURI DIVISION—2—283.**

St. Louis Cycle Club.  
18346 Wagner, Albert H., 511 Market st., St. Louis.  
Unattached.  
18318 Dormitzer, Paul, 918 La Salle st., "

**NEW JERSEY DIVISION—9—579.**

Orange Wanderers.  
18367 Ennis, Wm. S., Hillyer st., Orange.  
18368 Grundman, Wm. S., 71 Tompkins st., "  
18365 Mathews, Harry, Hillside ave., "  
18369 Morehouse, J. T., Box 40, Orange Valley.  
18366 Pierson, W. T., 181 William st., Orange.

**Roselle Ramblers.**

18320 Kingsland, J. Edw., Roselle.  
18319 Jout, C. H., " Unattached.  
18322 Watson, Albert, 10 Grove st., E. Orange.  
18321 Schippert, A. J. Jr., 30 Hancock ave., Jersey City Heights.

**NEW YORK DIVISION—26—1960.**

Auburn Cycle Club.  
18332 Wimple, J. Hohert, 12 Morris St., Auburn.  
Buffalo Bi. Club.  
18323 Aldrich, J. W., 71 Coal and Iron Excge., Buffalo.  
18325 Barnes, Walter H., 349 Prospect Ave., "  
18326 Brogan, W. G., Glenwood Ave., "  
18324 Aspinwall, J. J., 288 7th St., "  
18327 Hall, E. T., 306 Main St., "  
18328 Leonard, Mark J., 318 Niagara St., "  
18329 Lloyd, W. F., 120 Johnson Place, " Kings Co. Wheelmen.  
18288 During, F. H., 946 Fulton St., Brooklyn.  
18286 Smith, Fred B., 400 So. Third St., "  
18289 Spencer, F. G., 9th Ave., and Union St., "  
18290 Tagliabue, G., 1096 Dean St., "  
18287 Worth, Louis, 348 So. 5th St., " Harlem Wheelmen.  
18293 Newcome, L. A., 169 Broadway, N. Y. City.  
18294 Raisbeck, Thos. A., 263 West 40th St., " Riverside Wheelmen.  
18384 Hearne, John F., 135 West 100th St., " Syracuse Cycling Club.  
18370 McDougall, Edd., 70 Warren St., Syracuse.  
St. Paul Wheelmen.  
18347 Kintzing, F. T., Garden City.  
Unattached.  
18279 Miller, Henry J., 216 W. Tupper St., Buffalo.  
18331 Scherer, Jerome A., 142 Boston St., "  
18295 Will, Wm. C., 58 W. Market St., "  
18383 Beam, Ira R., Dryden.  
18291 Hamilton, Wm. S., 508 Col. Ave., Elmira.  
18278 Richer, Irving L., New Berlin.  
18292 Heydecker, Wm. C., 46 East 14th st., New York City.  
18330 Lane, W. T., Port Chester.

**OHIO DIVISION—5—712.**

Cincinnati Bicycle Club.  
18387 Littleford, Thos. S., cor. 4th and Plum sts., Cincinnati.  
Unattached.  
18348 Danner, J. M., Canton.  
18386 Erwin, Edwin W., 140 West 7th St., "  
Cincinnati.  
18371 Frost, H. E., Ripley.  
18385 Parr, Dr. J. G., Smithfield.

**PENNSYLVANIA DIVISION—7—1195.**

Century Wheelmen.  
18388 Kitchenman, J. W., 2024 N. 3d St., Philadelphia.  
Chester Bicycle Club.  
18372 Gilbert, Frank R., Chester.  
18280 Smith, Fred M., " Unattached.  
18281 Kitts, J. Frank, Media.  
18333 Williams, J. B., Nanticoke.  
18303 Vanderherchen, Harry, 248 N. Del. Ave., Philadelphia.  
18349 Wright, Chas. A., 527 Arch St., "

**RHODE ISLAND DIVISION—4—196.**

Bristol Co. Wheelmen.  
18350 Townsend, Geo. Albert, Drownville.  
Unattached.  
18391 Almy, Arthur C., 314 Dyer St., Providence.  
18390 Lathrop, Wm. G., 17 Angell St., "  
18389 Taylor, John T., Bank of No. America, "

**VERMONT DIVISION—3—55.**

Unattached.  
18373 Hastings, L. W., Gallup's Mill, West Concord.  
18374 Kidder, H. A., "  
18282 Morrison, Henry D., Windsor.

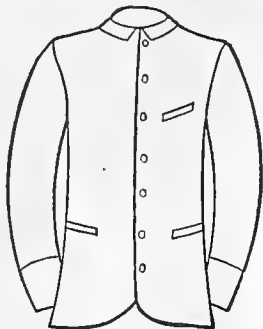
**VIRGINIA DIVISION—1—79.**

Old Dominion Wheelmen.  
18392 Hubbard, P. C., 402 East Main St., Richmond.

**WISCONSIN DIVISION—1—75.**

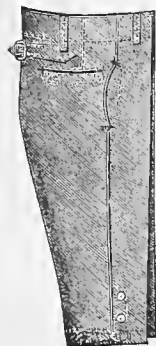
Racine Bi. Club.  
18375 Wratten, E. L., Racine.

## A. G. SPALDING & BROS. BICYCLE UNIFORMS.



### COATS.

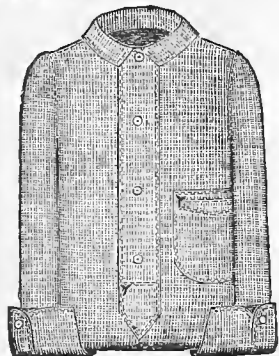
- A Grade*—Made to order of Special Bicycle Cloth, in Gray, Black and Navy Blue, best quality.....\$15.00  
*B Grade*—Made to order of good quality Cloth, Gray, Black and Navy Blue..... 12.00  
*C Grade*—Made to order of heavy Flannel, Gray, Black and Navy Blue..... 9.00



### KNEE PANTS.

- A Grade*.....\$7.50  
*B Grade*..... 6.00  
*C Grade*..... 5.00

Send for samples of Uniform Material.



### SHIRTS.

- A Grade*—Made to order of extra fine imported Flannel, best in the market.....\$5.00  
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### BICYCLE BELTS.

- No. 00. Extra heavy nickel buckle..... .50  
 No. 1. Leather mounted..... .40  
 No. 2. Best leather mounted..... .50  
 No. 4. Leather mounted, cotton web..... .25

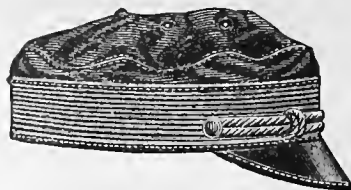
### BICYCLE SHOES.

- No. BX. Spalding's Hand Made Kangaroo Bicycle Shoe, cut low, with leather sole and low heel.....\$5.00  
 No. CX. Spalding's Dongola Bicycle Shoe, made same as No. BX..... 4.00  
 No. DX. Spalding's Canvas Bicycle Shoe, leather trimmed and sole..... 2.50

Spalding's Catalogue of Summer Sports and Athletic Uniforms Free,

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 108 MADISON ST., | 241 BROADWAY,  
 CHICAGO. | NEW YORK.

## A. G. SPALDING & BROS.



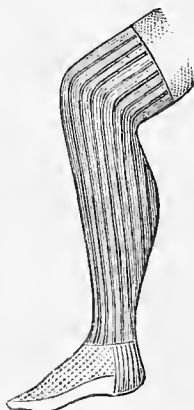
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- No. A—30. Made of same material as No. A Grade of uniforms.....\$2.00  
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- No. 000. The Holmes Bicycle High Stocking and Supporter. The thigh part is of soft material, cool and comfortable, and so knit as to hold stockings in place; at the same time it relieves any drawing or pressure. We have sole control of this stocking. Colors: Black, navy blue, gray and L. A. W. Brown.....\$2.50



- No. 00. New Linen Sole Bicycle Stocking. A new and specially valuable addition to the cyclist's comfort. It is a handsome ribbed stocking, made in all colors, and the feet are made of the finest linen, which is almost as soft and pliable as silk. The advantages of this stocking (which is covered by a strong patent) are of course very evident, namely, having a splendid serviceable leg, and keeping the feet cool and comfortable.

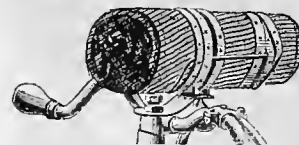
Price per pair.....\$1.25

- No. 0. Fine Ribbed Bicycle Hose..... 1.50  
 No. 1. Plain Wool Bicycle Hose..... 1.00

**Spalding's Bicycle Catalogue**  
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### Detachable Luggage Carrier.

(For Crank and Star Bicycle.)

Wheelmen! You don't know what a convenient thing it is. Send for one and try it. You will be delighted, and never use any other. Improved and made stronger than last year.

Price \$1.00; by mail \$1.10. A discount to the Trade.

In ordering, state name of wheel and year of manufacture.

## C. H. ROSS & CO.,

Sole Manufacturers,

46 Columbia Street, Albany, N. Y.



**BICYCLES.** Everything in new and second hand.

JOHN WILKINSON CO.,  
 55 State St., Chicago, Ill.  
 Send stamp for list.

**BEFORE BUYING,  
 SEE OUR LISTS.**

**HART CYCLE CO.,**  
 No. 811 Arch St., Philadelphia, Pa.

**SAFETY INDISPENSABLE.** By Henry Sturme. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885.

**THE INDISPENSABLE BICYCLIST'S HANDBOOK.** Illustrated descriptions of 350 different varieties of Bicycles. 400 illustrations. Price 50c., postpaid.

**THE CYCLIST,** the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturme and C. W. Nairn. \$2.50 per year, including postage.

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**TRICYCLING FOR LADIES.** By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents.

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# Facile Cycles.

GEARED FRONT DRIVER.  
 SWALLOW (GEARED REAR DRIVER.)  
 TRICYCLE (GEARED AND SUPERB.)  
 LIGHT ROADSTER (UNGEARED.)  
 OIL.  
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All best of their kind, and original.

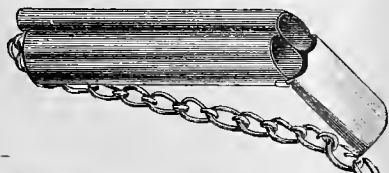
Send for List, mentioning the “World.”

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33 Murray Street,

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The “BEST” Bicycle Whistle.



This Whistle is pronounced by all Cyclists to be the most convenient,

Loudest and “Best” call on the market.

The mouth piece is so constructed that it can be held easily in the mouth, and with little effort will produce a loud sound.

PRICE, 25c. EACH. Discount to Dealers.

WHITTEN & CO., Providence, R. I.

## REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

**MURRAY'S,**  
100 Sudbury St., Boston, Mass.



## SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

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## SECOND-HAND GUNS AND REVOLVERS

TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.

**DIFFICULT REPAIRING A SPECIALTY.**

# VELOCE COLUMBIA.

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NEW THIS SEASON. A REAR-DRIVING SAFETY OF THE MOST  
IMPROVED PATTERN.

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CATALOGUE FREE.

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**POPE MFG. CO.,**

Boston, New York, Chicago.



## RUDGE BICYCLETTE.

A large invoice of these famous machines, and also of the well-known

**RUDGE LIGHT ROADSTER,**

Just received.

*Rudge Catalogue Free.*

**H. M. SABEN, Manager,**

**152 Congress Street, Boston.**

Is there an agent for the RUDGE in your vicinity? If not apply as above.



FOUNDED  
THE  
1878

**BICYCLING WORLD**  
**& BULLETIN.**

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

*BOSTON, 27 APRIL, 1888.*

Volume XVI.  
Number 26.

## To Be Sure

every wheelman in the country doesn't ride a Victor, neither does every man in the country wear good clothes, but if you will notice what the best riders are using you will see that

## VICTOR CYCLES

are away up at the front. When you want to find out what wheels are most used, look over the wheel centres, like Boston, New York, St. Louis, Cincinnati, Buffalo, &c. Victors are preferred because they have Bown's Æolus Ball Bearings all round, Compressed Tires, guaranteed to stay in, True Tangent Spokes, Warwick Hollow Rims, Square Rubber Pedals, &c. In short because they

## ARE BUILT TO RIDE.

Send for Catalog.

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**OVERMAN WHEEL COMPANY, MAKERS, - - BOSTON.**

## YOU MAY NOT HAVE KNOWN.

We are the clothiers to the Wheelmen.

We got the contract from the National Association for making the regulation uniform.

Its impartial judgment passed on the matter, and designated ours as the best.

That carries with it the other fact—We make the right sort of uniform for the least money.

Yet, when you know all the facts it isn't to be wondered at.

We are used to making the best uniform clothing for the foremost railroad companies and military and band organizations. Why not yours?

No department of our business is growing faster than that of making uniforms. We know how. We employ special skill. That's the only way to do it well.

How else do you suppose we have done that other feat of the clothing trade, to wit: Built up the largest retail clothing business for everyday and dress clothing? In no other way than by making the very best clothing.

And, then, selling it for as little as possible.

We're used to doing it.

Send in your orders. You'll get your suit promptly.

WANAMAKER & BROWN,  
Philadelphia.



### L. A. W. BADGES,

For Gold Pins of the Official

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CHAS. H. LAMSON,

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Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885.

### SPECIAL.

All Advertisements in this Department 20 cents a line.

## THE NATIONAL A HIGH GRADE BICYCLE.

**EATON BROS.** TOWEL SUPPLY, Boston. Will furnish towels at reduced rates to L. A. W. members.

**BICYCLES**—Second-hand, sold on commission for owners. For full particulars see our ad, in The Wheel, or address **MANHATTAN WHEEL EXCHANGE**, 49 Cortlandt street, New York.

**WANTED**—Second-hand Bicycles for cash, or will trade any new make wanted. Send full description and lowest price. **GEO. W. ROUSE & SON**, Peoria, Ill.

**BICYCLES**—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; **Indiana Bicycle Co.**, Indianapolis, Ind.

**SPADE HANDLES**—For any machine, \$2.50 pair; cow-horn handle bars, with lever, \$3.50. **Indiana Bicycle Co.**, Indianapolis, Ind.

**DON'T FORGET** reduced rates to wheelmen. Have Eaton Bros. call.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. **C. H. LAMSON**, Portland, Me.

**FOR SALE**—50 and 52-inch Expert, 1887 pattern; 50 and 58-inch, '86 pattern Victor Tricycle, old style; good as new; \$80. Springfield Roadster, \$67. 50 and 52-inch Harvard, cheap. Cyclometers, saddles, etc., cheap. **SPEAD**, South Newmarket, N. H.

**BICYCLES**, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. **MANHATTAN WHEEL EXCHANGE**, 49 Cortlandt street, New York City.

**DO YOU WASH?** Use Eaton Bros. Towels.

**BICYCLES AND TRICYCLES.** Send for our list before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. **W. M. FRISBIE COMPANY**, 10 Crown street, New Haven, Conn.

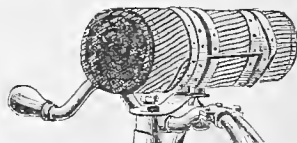
**SMITH'S DETACHABLE LUGGAGE CARRIER**, weight only four ounces; will carry 10 pound dead weight on the head of any Bicycle made. Price 75 cents. Discount to the trade. **C. H. SMITH**, 240 Woodward ave., Detroit, Mich.



**BICYCLES.** Everything in new and second hand.

**JOHN WILKINSON CO.**,  
55 State St., Chicago, Ill.  
Send stamp for list.

### THE ROSS IMPROVED



### Detachable Luggage Carrier.

(For Crank and Star Bicycle.)

Wheelmen! You don't know what a convenient thing it is. Send for one and try it. You will be delighted, and never use any other. Improved and made stronger than last year.

Price \$1.00; by mail \$1.10. A discount to the Trade.

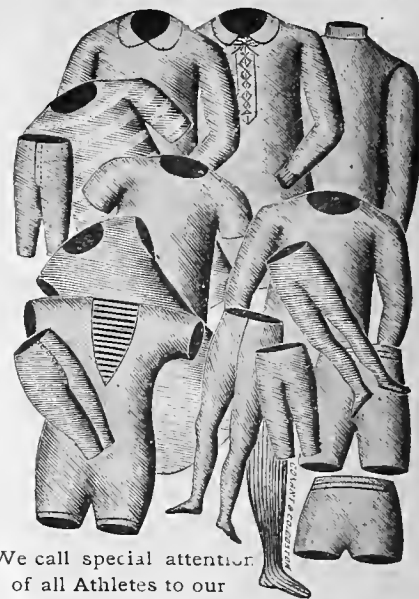
In ordering, state name of wheel and year of manufacture.

**C. H. ROSS & CO.**,

Sole Manufacturers,

46 Columbia Street, Albany, N. Y.

## Jersey-Fitting Underwear Co.



We call special attention of all Athletes to our

### Jersey - Fitting Garments

Each Garment in above cut we make in three different qualities.

Send for Illustrated Catalogue and Price List.

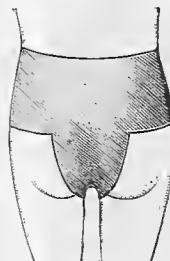
Manufactured by

**HOLMES & CO.**,

17 Kingston St., Boston, Mass.

Please mention this paper.

## Jersey-Fitting Underwear Co.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made.

Let every Sportsman try them.

PRICE \$1.00.

Jersey Fitting Supporter.

Will send by mail on receipt of price. Send size of Waist and Hip.

MANUFACTURED BY THE

**Jersey Fitting Underwear Co.**

17 Kingston St., Boston Mass.

Send price, lettering, and state gold or silver for any

### CLUB PINS & BADGES,

You may want, and receive by return mail

A SPECIAL DESIGN.

Perfect satisfaction always guaranteed.

**JOHN HARRIOTT**,

3 Winter Street, Boston, Mass.

BEFORE BUYING,  
SEE OUR LISTS.

**HART CYCLE CO.**,

No. 811 Arch St., Philadelphia, Pa.

## ABOUT INCOMES.

(Continued.)

Another suggestion to persons, with moderate incomes, who desire to indulge in cycling. If you cannot buy, RENT. Renting wheels is looked upon by many with disfavor, as cycles used for renting purposes are usually in such a condition as to make riding them unenjoyable. This season I shall use for rental purposes new Columbia Light Roadster Bicycles and Columbia Tricycles and Tandems, also the Veloce Columbia. The road wheels will be kept in perfect condition. Send for one of my small books, giving terms, etc. I might also mention again that I am selling Columbia Cycles, have all sizes and styles of finish, and can fill orders promptly. Store open evenings.

**GEO. R. BIDWELL,**  
313 West 58th Street, New York.  
NEAR THE PARK.

**THE NATIONAL A HIGH GRADE BICYCLE**

**THE CENTAUR MEDIUM GRADE YOUTHS APOLLO WHEELS**



**BADGES, MEDALS, Etc.**  
MADE FROM ORIGINAL  
DESIGNS.

**H. C. HASKELL,**  
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Correspondence Invited.

**GET THE BEST!**

## The Standard Cyclometer.

Greatly Improved for 1888.

Simplest and Best Instrument ever Invented.

The Reasons Why:

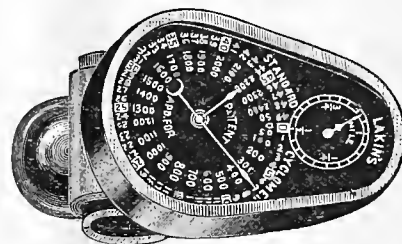
It has stood the test for accuracy.

It has proved itself the strongest and best made cyclometer on the market.

It has been in use several years, and its merits are well established among wheelmen.

Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



REGISTERS 2500 MILES.

We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we pace upon the market an instrument that seems absolutely perfect in all its workings. We furnish a certificate of accuracy with all instruments. In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, \$10.00.

**J. A. LAKIN & CO.,**

Send for Circular.

WESTFIELD, MASS.



TRADE MARK

**HOLMES & COMPANY,**

MANUFACTURERS AND DEALERS IN

Bicycle and Lawn Tennis Jerseys and Tights.

Ladies' Gents' and Children's Union Undergarments

IN SILK, WOOL AND MERINO

No. 17 Kingston Street.

Boston, April 16 1888

Mr Geo. D. Hazard manager  
83 Equitable Bldg. Boston.

Dear Sir:-

We take pleasure in  
informing you of the fact  
that our Advertising in the  
Bicycling World and L. A. W. Bulletin  
has proved entirely satisfactory  
the returns having been very  
large

Very Truly Yours  
Holmes & Co

Send 6c. for 20 Samples and rules for

Mention this paper when you order, and we will give to each purchaser a pair of **PANT STRETCHERS**. The best invention ever made for taking out wrinkles and bagging at the knees, and shaping the bottoms of Pants.



VESTS, \$2.25  
Suits, \$13.25 to \$30.00  
COATS \$8.00

Also, Manufacturers of Bicycle and Tennis Suits and Fancy Uniforms.

**BAY STATE PANTS CO., Custom Clothiers**  
34 Hawley St., Boston, Mass.

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(See L. A. W. Bulletin Feb. 24th) is learned the easiest and best on the **EUREKA HOME TRAINER AND BICYCLE STAND**. Price \$7.50. In Bicycles, Tricycles and Sundries, we can also please you with style, quality, price and terms.

Correspondence solicited.

**M. A. WOODBURY,**

43 and 45 Mechanic St., Bradford, Pa.



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Wholesale Distributing Offices:

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KIRK BROWN,	-	Philadelphia, Pa.
C. F. STOKES,	-	Chicago, Ill.
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E. T. ALLEN,	-	San Francisco, Cal
JOHN P. LOVELL ARMS CO.,	-	Boston, Mass.

Retail Salesroom: No. 147 Washington Street, Boston.

# THE \* SPRINGFIELD \* ROADSTER

FOR 1888.

YOST &amp; McCUNE PATENTS.

No. 1 cut shows the \$75 Springfield Roadster which retails for \$75, with plain and cone bearings, nickel-plated trimmings, Fish Saddle, Tools and Tool Bag.

No. 2 cut shows the \$100 ball bearing Wheel, with spade handles, cow horn shaped handle bars, enamel finish, and nickel-plated trimmings.

These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

CATALOGUE FREE.



No. 2.

SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

All our orders call for  
the Ball Head!

Large Handsome Photograph for  
10 cts. in stamps

## NEW MAIL.

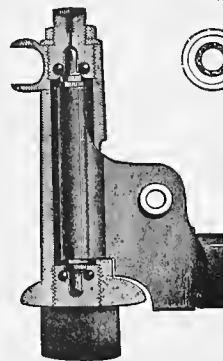
Specialties Found in No Other Wheel.



The New Mail is having a remarkable demand.

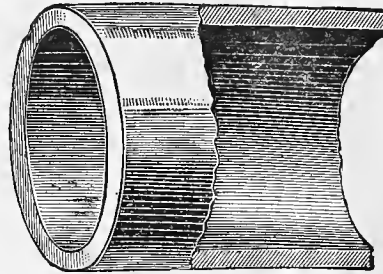
A SUPERB LIGHT ROADSTER.

Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of  
**Warwick's New Perfection Backbone,**  
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Not a Buckled Rim Last Year.

Warwick's  
New Rim.

No Seam  
outside.  
Thickened  
Metal  
at Bottom.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

Not a Broken Backbone Last Year!

MANUFACTURERS,

**WM. READ & SONS, 107 Washington Street, BOSTON.**

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.

Hibbard, Spencer, Bartlett & Co., Chicago, Ill.



Published Every Friday

— BY —

**THE BICYCLING WORLD COMPANY,**

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

## ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager, 83 Equitable Building, Boston.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*, as heretofore.

TO ADVERTISERS: The circulation of the *BICYCLING WORLD* AND *L. A. W. BULLETIN* is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 27 APRIL, 1888.

MR. DARROW, of the *Gazette*, makes some rather silly accusations in his last issue to the effect that petty "bickerings" were being indulged in between ourselves and Mr. Bassett. Mr. Darrow is over excited on the subject, he has permitted his glasses to magnify a mole hill into the vast proportions of a mountain, that is all.

WE want to say a word to our readers and to our advertisers. Complaints have been made that the paper does not reach our patrons as early as it should. The fact is, we have been striving hard to please both these elements, and the consequence has been that we have delayed the paper in order to get late advertisements in. In order to get the paper out on time it is necessary to have the forms closed and in the hands of the pressmen on Wednesday night. Hereafter we shall see to it that our forms are closed and ready for press at that time. We must, therefore, ask our advertisers to have copy for new ads. or for changes in hand by Monday or Tuesday morning at the latest. In case any copy reaches us later, and we find we cannot set it up and put in the issue immediately following, we must ask forbearance at their hands, as we must get the paper out "on time."

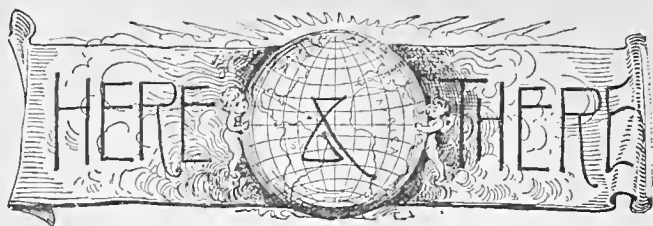
THE following excerpt from the *Baltimore American* is a sermon in itself. This is truly a case of "penny wise and pound foolish." One hundred million is a large sum, and would go a great way toward giving us good roads. This saving in money is big, but it does not include the wear and tear on men's tempers, nor the loss of time which is involved. These two items are vast and incalculable in extent. "Prof. Ely, of John Hopkins University,

Baltimore, estimates the losses from bad roads in the United States, in the wear and tear on horses and wagons, at one hundred million dollars per year. There are ten million of horses; he says, in this country, and good roads would save an average of ten dollars for each horse, making the total one hundred millions. If the roads were all the time like they were here in March Prof. Ely might safely double his figures."

THERE is every indication that the season about to open is to be one of the most important and active ever enjoyed in this country. Certainly from the manufacturer and importer's standpoint there is every reason for congratulation. Among riders things have received an impetus, and their energies are being directed into channels that cannot but result in the most satisfactory manner if they will only persist in following the line of action they have so happily laid down. How refreshing it is to be able to turn from that musty, nauseating amateur question to that of road improvements. We feel somewhat inspired as we think on the possibilities thus opened up to us in the future. We are not so sanguine as to suppose that great things can be accomplished in a single year, but we do feel encouraged in the belief that the end of this year will see us strong and well on the way towards the accomplishment of securing those evidences of a high civilization—better roads. With us it must "be line upon line, here a little and there a little." Because great results do not at once show, we must not give up, and say "'tis no good, what can so small a body of men do among so many?" If every wheelman will carry the idea in his mind never to lose an opportunity to speak or work for the end in view, the influence of such words and acts, however small, could not fail to be felt and seen, if persisted in. It is this persistence, this ever present motive, that we urge upon our readers. You who are reading these lines can do good, you can make your individuality felt, to the end that the present *desideratum*, good roads, may become an accomplished fact. We may be accused of weary reiteration on this subject before the season ends, and we propose to give cause. We propose to allow no opportunity to pass, to speak of and for, the most important question that should and must engage the cyclist's attention, that of "road improvements."

A CORRESPONDENT, who signs himself "Kicker," writes: "Your Chicago correspondent, 'The Mule,' is a good writer and a nice fellow personally, but he has a habit Buttercupish (your pardon, sir) of occasionally mixing up the cubs (I mean clubs) in his letters. He says that the Lincolns have organized the Illinois Cycling Company to build them a club house. As one who knows, I wish to say that there has been no company ever organized in this State, under the above name, and, furthermore, a company cannot be incorporated for the purpose mentioned, as it would be against the laws of this and other states. In regard to the I. C. C. securing a club house, I wish to say that they have had one secured for some time past, and though they had to resign it, owing to the objections of the surrounding residents, the committee had the matter so well in hand that in less than forty-eight hours the lease was being made out for the house they will occupy May 1st. And although it is quite large and will be remodeled somewhat and finely furnished, it is only a stepping-stone to one that is to be built for them in the near future."

*Chambers Journal* for March, 1888, devotes a page and a half to the progress of cycling. It is a re-hash of what has already appeared in this and other cycling papers. It is of great value, however, from the fact that the article will reach the eye of thousands of non-cyclers, and may be the means of interesting them in the king of sports. The article winds up in the following rhapsodical manner: "The tricycle is the best liniment ever invented for joints that have grown stiff through want of use. A ten-mile run will throw your 'nervous depression' to the winds. It leads to healthy action of the stomach and of the skin and liver. We feel thankful for this form of recreation, by means of which one may drink in refreshment at every pore. While many make it a task and more toilsome than it need be, with most persons it strengthens brain and nerve, sweetens the temper, hardens the muscles, and makes those who practice it moderately, harder and healthier."



"GENTLEMAN JOHN."

### SCOTTISH NOTES.

I HAVE just come in from a long day's salmon fishing, and (as is the common experience or luck of such fishermen) I have done so with a creel lighter by several sandwiches than when I set out hopefully enough in the morn. It is strange that a man can be so infernally awfully enthusiastic as to carry a heavy, double-handed, twenty-foot salmon rod all day, with merely a dim hope that he may catch one of the king of fishes, or, at least, get a good "bite" or "rise." It is strange, but as a fact it remains. There are plenty of fine, "clean run" salmon in the river, and that makes the matter the more exasperating. It is common experience with the salmon fishers here that the fish absolutely refuse to look at a "salmon fly," ignore it, and with a wink, and a saucy flip of the tail, speed up the pool to critically examine the tackle of some other deluded disciple of Isaac Walton, and perhaps after the same pantomime has been gone through, to ignore him as cruelly and completely.

"It's my way of thinking,  
That there's nothing like drinking,  
When a salmon keeps winking  
And blinking at ye."

These are the words of an old writer who seems to know all about the saucy ways of a salmon. I have, however, not yet been forced to affect alcoholic beverages as a cure for my depression.

TALKING about bicycles, which, in my capacity as BICYCLING WORLD newsgatherer, is my *especial duty*, I gave a twenty-eight-pound safety a good testing the other day. I rode the "Jigger" twenty-two miles (from Edinburgh to Peebles) over from one and one-half to two inches of snow, and although the work was necessarily hard, I got to Peebles. It was a case of "Pike's Peak or bust," and I didn't bust: neither did the machine, although the test was a very severe one. It was crunch, crunch—up hill and down dale—*tonjours crunch*. The trip on an ordinary bike would have been an utter possibility, and somewhat arduous on a tricycle; as it was 'twas rather arduous. I would not like to be on a cycling corps in Siberia. The framework on the little safety is a pattern for beauty, and mechanical strength and simplicity, being a diamond in shape, and braced from the upper to the lower corner, thus relieving the bearings from strain when hill-climbing. As a rule the safety bicycles are sadly deficient in this particular over here. They seem (in most cases) to brace everything else sufficiently, but they are contented with a couple of three-eights steel rods as bearing braces, and the consequence is that whenever great pressure is applied to the pedals, the force is transmitted to the bearings, which, in response to the pressure, "give" or "sag," and you know what that means. Power improperly applied, or power applied to a machine that won't stand the pressure without "giving" or bending, is just so much power or labor wasted. Another great fault many of the safeties have, is that the seat is so placed that one has to lean the body very far forward to grasp the handles, and the pedalling is not vertical enough.

I do not think, for all my (since removed) aversion to the appearance of a safety, that I could ever be induced to go back to the high ordinary. The safety is so incomparably superior in my estimation. The safety is no experiment. That it is an assured and established success is evidenced by the way the makers are improving this type. Ordinary bikes among the old timers and road riders are, over here, practically dead letters. Of course there are the cautious conservative cranks that do not appreciate or even find out a good thing before they have entered upon the years of second childhood. There's nothing like trying a thing. Experience teaches, if her teachings are a little expensive at times. Whenever riders appreciate the fact that *any properly made* machine is good enough, then such periodicals as prostitute their columns to the booming of certain wheels at so much a line "next to reading matter" (and having the appearance of such) will find that riders are not all complete idiots, who can be converted to a special make of machine by an absurd advertisement, that tells how much faster

their wheels can run than those made by other existing companies. I don't mind a truthful advertisement, and do not blame makers for boasting about the records made on their machines. In more than one race that has been advertised as a gory battle against time (and reason) there has been no more reliable time piece than a *Thomas Lucas' bass oil-can*, with the spout hidden in the timer's (?) hand. I am pretty sure that we won't have so many unreasonable records this season as we did last. I remember a road race in which I took part. 'Twas but a mile and we rode pretty fast. We were (or at least I *thought* I was) all simon-pure amateurs. When we got to the tape (pretty much in a bunch) the man that held the Waterbury, yelled out "mile, 2.52." The spectators cheered us; I yelled "rats," or made some other disparaging remark, but the timer said he knew his business, and I rather think he did. Probably that mile was made in 3.10; not much faster though. We all remember what Vanderbilt said about the public: "The public be d—d," said he, when someone remonstrated with him about the effect of some of his speculations upon the poor, dear, trustful public. There are too many men who take the gate receipts at race meetings who inwardly think pretty much as Vanderbilt expressed himself.

A "C. T. C. PARSON" may be impressed by the idea, that because "so and so," the "pro.," did "for hire" ride a certain wheel so many miles on the highway in so short a time, that he, being mounted upon a fac simile (or at least upon a machine bearing the same name on its backbone) can pursue his parochial duties at a similar speed without excessive perspiration and no fatigue. The "C. T. C. parson" may think that, way down in the depths of his mind, "but he couldn't; n-o, he couldn't." Ten to one, the machine the "pro." rode was a specially built and "light-weight" machine. "There," said the "C. T. C. parson," as he pointed with pardonable pride to his tricycle, "is the machine that came in first in the twenty-four hours' grind for the championship of both hemispheres, not exactly that machine, but one *just* like it." "Oh," said his friend (who preached eternal condemnation every Sunday in an adjoining parish), "I must get a machine just like yours." But laying makes and names aside, has not the rider generally got a little to do with it? Is not the "name" "but the guinea stamp?" Is not the man the gold for a' that? I think so. He generally has something to do with it. Because a certain "Chestnut" tricycle, mounted by a certain rider, made twenty miles within the hour, we must not say that all riders on "Chestnut" machines are good for the same time and distance. And yet there are such, that, open-mouthed, innocent and credulous, are ready to believe that the moon is made of scented soap, and it only needs an enterprising man who understands the advertising and transportation business to make an independent fortune. Since I saw a man writing testimonials as full payment for goods, I said to myself: "Be ye wise as serpents, and harmless as simon-pure amateurs."

### CLEVELAND.

#### "COMMODORE."

THE BICYCLING WORLD is filling a "long-felt want" among wheelmen in this city, and is by far the newest and most readable paper of its kind that we have ever had. May the WORLD move on. [Thanks for kind words, some of which for obvious reasons of modesty we have omitted.—ED.]

THERE will be a "boom" in bicycling this season. Local dealers have placed more orders for wheels within the past six weeks than ever before at the opening of a season, and the army of new riders will be a large one.

ED. W. FARRANDO of the *Plain Dealer* staff and a member of the Ramblers, had the misfortune to take a header from his wheel a short time ago and break his right leg below the knee. The injury will lay him up for several months.

THE riding season is here and the long winter of our discontent is only a remembrance, but a very disagreeable one. The roads are in first-class condition and scores of wheelmen are taking advantage of this pleasing state of affairs. Individual runs of from twenty to forty miles are already being made.

CAPTAIN HENRY E. CHUBB of the Ramblers has over eight hundred miles to his credit so far this year. R. W. Wright is but a few miles behind him. The race between these two riders promises to be interesting as the year progresses. In 1886 Mr. Wright led the local riders with 3,815 miles for the season's work, and last year Mr. Chubb came to the front with over 4,700 miles. Both have their eye on the 5,000 mile mark this year.

THE new bicycle club, the Forest City Ramblers, is an assured success. Its charter membership list numbers eighty and includes nearly every prominent wheelman in the city. The officers are: President George Collister; secretary John T. Huntington; treasurer,

Charles Fogelberg; captain, Henry E. Chubb; board of directors, the above officers and R. W. Wright, E. J. Douhet and Fred P. Root. All these gentlemen are identified with the two old clubs, so there will be no antagonisms between the existing organizations. A natty gray uniform has been adopted, and the Ramblers have made their entrance into the cycling world under the most auspicious circumstances. Medals have been offered to all club members covering twenty-five hundred miles during the season, with an additional bar for every thousand miles over that distance. Medals will also be given to any member covering over one hundred and fifty miles in twenty-four hours and to any member breaking the State twenty-four record, one hundred and ninety-four miles. An L. A. W. pin will be presented to the member attending the greatest number of club runs. The first club run of the Ramblers was held a few days since. Twenty-five members attended and rode to Dover and return, a distance of twenty-eight miles. It was the first time that many of them had ridden this season.

## PENNSYLVANIA.

### "ARIEL."

SAFETIES, safeties everywhere! All cyclodom seems to have run wild this season on the new mount, and for a while the ordinary is relegated to the back seat; not for long, however. The reaction will come sooner or later, and wheelmen will learn that where good roads abound, where simplicity of construction and ease of repair in case of breakage are a consideration, and for the experienced and careful rider, the ordinary is the wheel; the moral of which is—don't sell your wheel at a sacrifice merely to get a safety.

AMONG the guests at the annual supper of the Century Club on the 27th inst., will be Chief Consul Jessup.

THE editorial staff of the American *Athlete* was increased by one last Sunday, and Mr. Wells celebrated the event by climbing Ford Hill twice without a dismount. Mother and son both doing well. The latter will use a "Home Trainer" with ba(w)l head for the present. [Mr. Wells has our congratulations.—Ed.]

TWENTY-SIX hungry Centurions found no dinner at Green Tree on their run there last Sunday, and coming back to the Bellevue for the wherewithal for the inner man, were compelled to take exceedingly light fare, the "Pennsy" boys having just cleared the table. Toothpicks and coffee are enlivening food, but they are not very staying.

MR. H. B. HART, of the Philadelphia Bicycle Club, the well-known dealer, has offered to defray the expense of having a prominent lawyer appear before Councils' Committee, when they meet the delegates of the Associated Cycling Clubs, in relation to having Broad street paved with asphaltum. One of our most public-spirited wheelmen is Mr. Hart, as Philadelphia cyclers well know.

THE first of the series of open entertainments projected by the Pennsylvania Bicycle Club was given on Thursday evening at Association Hall. The affair was a lecture by Mr. MacOwen on the Isle of Wight, and was illustrated by stereopticon views, many of them colored. It was a great success, financially and otherwise, and the attendance was large. Next month a minstrel entertainment will be given.

LEISEN was the only other man who succeeded in making the top of Ford's on the run last Sunday, although Supplee, Kohler, Lehman, Dallett, McDaniels, Synnestvedt and Halstead made the attempt. Halstead is not satisfied by any means, and proposes having another try at it. We are pleased to see that he is not devoting all his attention to things bicyclic. "Carmen" is a very enjoyable opera, is it not, Mr. H., especially in agreeable company?

MR. KIRK BROWN, ex-President of the Century Wheelmen, makes the following offer: "I will donate a valuable gold medal for competition between the amateur wheelmen of Philadelphia, Camden and Wilmington in a hill-climbing contest, to take place between the present date and June 18th. Details to be arranged by committee consisting of the Pennsylvania, Century, South End, Camden and Wilmington Clubs, or such representatives as they may appoint.

THE Wilmington Wheel Club's racing team has challenged the Reading Club to a road race on the Lancaster pike, and intimate that the Pennsylvania Club will be likely to hear from them on the same subject. In a late issue of the *Athlete* the Wilmington correspondent spoke of McDaniels organizing a team for this purpose, but afterwards took water to a certain extent. A triangular race of this sort would be highly interesting. With Wilhelm, Schmidt, Schwartz and Scheele to represent Reading, it would take four good men and fast to capture first prize from them.

IF "Duquesne" will read my article aright, he will find that I did not accuse him of betting on Banker. I don't believe he *is* giving money away. He was pleased to cast some doubt on my statement as to the performance of Scheele's dog "Jack," some little time since. I can only say that Jack is like his master—a stayer—and a forty mile spin is nothing extraordinary for him, although I must admit that it is most unusual for a dog. Scheele claims Jack's runs as record, and says he has done more than forty miles already. That's the kind of dog they have in Reading. I don't say *dogs* because I well remember how Potter used to cuss "Glendon" because the big mastiff couldn't stand a ten-mile-an-hour gait.

## ST. LOUIS.

### "LINNEUS."

CONSUL JENNINGS, of Moberly, Mo., was in town lately buying new wheels for himself, Will and Rothwell. He said that he was in great hopes of having at least a dozen riders at his town before the season closes. Moberly is a town of 12,000 inhabitants, and the city fathers are now awakening up to some sort of an improvement, and Jennings is moving heaven and earth to get them to adopt the brick pavement as used at Cleveland.

THE safety craze is on here. The last one to succumb is C. H. Beggs, an old-time Rambler.

THE membership of the Missouri Division has fallen from over 350 to only 281, as per list of April 13. This is not as it should be, and every member who has the interest of the division at heart should do all in his power to secure new recruits.

INTEREST in the coming road race keeps on unabated, and with fair roads the record will surely be broken. The weather has been rather cool for out-door training the past week, but as the race does not take place before May 5 no excuse will be had for not being in shape.

THROUGH the efforts (and contributions?) of Consul A. C. Miller the Hannibal *Courier* has established a wheel column. Last Monday's edition of that paper contained a very full account of the Rowe-Howell race, and also a description of the run of the Marion Co. Wheelmen to Spalding Springs.

By the way, Prof. C. H. Stone made the round trip to De Soto on April 14 on a safety. This ride is very nearly a century (if the hills are taken into consideration it amounts to two), and as the Professor claims to have made it with less fatigue than on an ordinary it speaks volumes for the wheel.

E. N. SANDERS, the new Captain of the Cycle Club, is bringing the members on to the road in great shape. Ed is one of the best of our local racing men. He has entered the St. Louis Wheel Co. road race, and if not too heavily handicapped, will surely lead the procession on May 5. Stick a pin there.

THE Missouri Division recruiting circular will be out next week. It will consist of eight pages, bound in pamphlet form, containing all the whys and wherefores of League membership, an article on cycling and on the L. A. W., and an application blank. Two thousand of these will be printed, and distributed all over the State.

THE welcome news of Percy Stone's reinstatement reached us today, and he is in receipt of congratulations from all sides. Nothing is now in the way to make the big Missouri Club a League club, which will probably be done soon. Percy should show his gratitude by making every purchaser of a wheel become a League member.

AT the Missouri's Club house increased activity is noticed in the way of securing new members and getting large squads of the riding element out on the road. There are at present some dozen applications for active and associate membership hanging on the bulletin board to be acted upon at the next regular meeting of the club. The tennis courts have been put in shape, and many of the associate members will soon make good use of them.

THE committee having the selection of new quarters for the Cycle Club in hand have not as yet made a report, although it is pretty generally known that they have their eyes on a suite of rooms, situated on the Chestnut St. side of the Natatorium. These rooms have never been used before, but the proprietor promises to put them in elegant shape, and is very anxious to keep the club as his tenant. It is only a question of rent, and that will probably be settled ere this goes into print.

CHIEF CONSUL BREWSTER states that a fare of one and a third for the round trip has been secured for those that attend the League meet at Baltimore from here. Judging by remarks made it is possible that a larger party will represent Missouri at this gathering than has ever appeared at any other one. It would be desirable to

have a full coach load go, as a special through baggage car for bicycles would then be attached, and there would be none of the usual getting up in the middle of the night to transfer the wheels. Another thing might be mentioned in this connection, and that is, through the efforts of Chief Consul Brewster the Penna. Co. will carry wheels *free* for the *first time*.

THE road question is bearing fruit all over the State. Papers at Edina, Canton, Hannibal, and Booneville are now publishing articles on roads, which were furnished them by Representative Holm. It would be a good idea for the balance of the representatives to do likewise, and get the country press interested. I clip the following editorial from the Booneville, Mo., *Advertiser*: "The rock road agitation is bearing fruit. The meetings Saturday last have set the people to thinking. It is probable that several miles will be built on the Jefferson City road this summer. West of Booneville, Messrs. J. M. Nelson and H. Bunce offer to build roads through their farms, a distance of several miles, if the city will macadamize some street to connect with the rock road. Booneville's City Council will take any steps possible to secure the completion of these highways, and we are hopeful of an early improvement in the condition of our roads. It is time something was done." "In 1884 Cooper Co. paid \$6760.50 for roads; in 1885, \$9311.35; and in 1886, \$8296.90; a total in three years of \$24,368.75. This money has been almost thrown away. The expense of maintaining rock roads will be a very small fraction of this amount, while the roads are immeasurably better."

#### KANSAS CITY.

##### "MENTOR."

THE League's Executive Committee circular, with an addendum by Chief Consul Brewster, has been received here by the members. The wheelmen of the city regret the financial condition of the League is such that officers ask its members to contribute to placing the organization on a good working basis. They will, however, not fail to respond liberally to the circular. The wheelmen here are noted for their liberality.

THE City Engineer here has recommended to the City Council the use of asphaltum for the residence streets. The residence streets are paved with cedar blocks, but are not substantial and lasting. Moreover, they are now being put down very cheaply, consequently poor. When they are sprinkled they are "terrors" for inexperienced riders. It is to be hoped that the City Council will act upon the Engineer's suggestion, and pave the streets with asphalt.

THE first official club run of the season took place last Tuesday. The destination was Independence, ten miles, but the roads were something terrible. The "toughs" who made the trip were: Lieutenant De Tar, Messrs. Seibel, Rawlings, Austin, Glarin and Stuart. The roads were in a fearful condition, and headers were frequent, very frequent. The run to-day (22) is to Parkville, a place never yet visited by a club of wheelmen.

At the last meeting of the United Wheelmen, a letter from the St. Joe Ruralists' Bicycle Club was read, inviting the former club to spend Memorial Day (May 30) the guests of the latter. Arrangements are being made for the entertainment of wheelmen from all the surrounding towns and a glorious time is confidently expected. The United Wheelmen expect to turn out in goodly numbers. The wheelmen of St. Joe are a whole-souled genial lot, and will no doubt arrange a grand entertainment.

#### BUFFALO.

##### "MERCURY."

THE BICYCLING WORLD has many ardent admirers in this city, and its coming is always looked for with pleasure; but for some cause or other, many wheelmen failed to receive theirs at the usual time Monday morning. Anxious inquiries at the post office for the BICYCLING WORLD were in order Monday and Tuesday. Messrs. Editors, I congratulate you; your cartoons of prominent wheelmen are excellent. It would be a good idea to introduce L. A. W. officials to your many readers by this means, and I feel sure you would receive the heart-felt thanks of all by so doing.

"PEDALS," please give us some more of your poeticalisms.

THE road to Aurora is reported in a fair condition. A few riders will take advantage of it Sunday.

MANY objections are being raised against our boul—, I mean our parkway to Niagara Falls being styled "the boulevard." It's too Frenchy, don't cher know?

SEVERAL streets will be paved with asphalt this summer, including Genesee street, from Jefferson street to the city line, a distance of almost three miles; also one side of Humboldt Parkway.

THE first meeting of the newly-organized Zigzag Bicycle Club was held Tuesday eve, April 17th, and the following officers were chosen: President, A. H. Halleck; Secretary, H. D. Gates; Treasurer, Jos. Weig; Captain, G. W. Radcliffe. Here's success to the Zigzags.

THE *Sporting Life* says: "Wheelmen are beginning to see that there can be very little of genuine amateur racing. Speedy racing costs money and time, and few men can spare either for the sake of glory. If a man spends money he naturally wants to get some of it back." There is a good deal of truth in that.

#### NEW JERSEY NOTES.

##### "RATCHET."

THE monthly meeting of the Orange Wanderers was held April 18. Seven new members were elected. It was decided to offer five new medals, to be competed for as follows: One each to the gentlemen members attending the largest and second largest number of club runs; one to the lady member attending the most runs; one for the best season record; and one for the best 24-hour record. A committee was appointed to inquire as to the advisability of the club's giving a tournament on the Roseville Cycling Track some time during the season. On Monday evening (23) the members of the club, in a body, attended a performance of "The Highest Bidder," at Miner's Theatre, in Newark, in response to an invitation from Col. Morton, the manager. About twenty members of the club took a run to Belleville and Avondale on Saturday (21).

A PARTY from Oraton Hall took a forty-mile run over the Newark, Orange and Irvington roads on Sunday.

SOUTH ORANGE has appropriated \$6000 for streets and highways, and \$5000 for lighting streets. Tichenor avenue is to be laid out and graded.

A CYCLING contingent has been organized in the Orange Young Men's Christian Association, with R. S. Prindle as Road Captain, Spencer Ayres and Reed Hawley, Lieutenants.

FRANK BROCK, with Howard A. Smith & Co., thinks he is a flyer, and a race is likely to be arranged between him and W. W. Walters, manager of the firm's Orange store. Look out for "blood on der moon."

THE roads within twenty miles of Newark are now in prime condition, and cyclers by the dozen are seen daily. The Irvington-Milburn course is being put to practical use, and after the sleepy-headed authorities have cleared off some of the loose sand, good time will be in order.

THE Orange Wanderers are making preparations for the League meeting to be held in Baltimore on June 18, 19 and 20, combining with it a century run. Fifteen members are already pledged to take the run, which will be from club headquarters at four o'clock on the preceding Saturday morning.

#### DETROIT.

##### "TWINKLER."

THE Star Bicycle Club attended the Abbott Opera Company's performance of the "Chimes of Normandy" on Saturday evening last, by special invitation of Miss Emma Abbott. The club, in full uniform, and wearing button-hole bouquets and the club colors, occupied seats in the parquet. Misses Abbott and Annandale wore the club colors, Miss Abbott's first dress being composed of alternate stripes of cardinal and gold. During the performance, the club presented their hostess with a magnificent bouquet of roses and a gold badge of exquisite workmanship. The badge consisted of a bar, to which is appended a star, surrounded by a wreath of green gold, and surmounted by a monogram, E. A., in red gold. Miss Abbott wore the badge during the performance, and says it will form a part of her "Chimes" costumes hereafter. After the performance, the club was received upon the stage by the *prima donna*, who took occasion to remark that she would like to be a member of the Star Bicycle Club of Detroit. It is needless to say that she was then and there elected, amid great enthusiasm. Miss Abbott promises that upon her next visit to Detroit she will attend a club run if a tandem is to be had, and if Captain Metzger will consent to occupy the steering seat upon same; for, she says, "I want to be an active member." All agree that Saturday evening was the most enjoyable in the club's history.

LANDLORD CONNER, of the Sherman House, Mt. Clemens, having offered to "set up the dinner" for the first party of Detroit wheelmen who should make the run this season, some of our men thought last Sunday would be a good time to enjoy same, acting upon which thought, Captain Metzger, Lieutenant White, and Messrs. Blodgett,

## ✦ A FEW THINGS WE DO NOT ADVERTISE. ✦

RECORDS which we know to be false.—RECORDS after they are taken from us by another wheel.—RECORDS which are not unanimously accepted by the cycling press as genuine.

## ONE OF THE THINGS WE DO NOT DO.

Retire from racing after every obtainable road, long distance and track record is beyond our reach.

## A FEW THINGS WE DO.

An honorable manufacturing business.—Guarantee our wares to be exactly as represented.—Make a wheel which is capable of, and does hold all world's road and long distance records.

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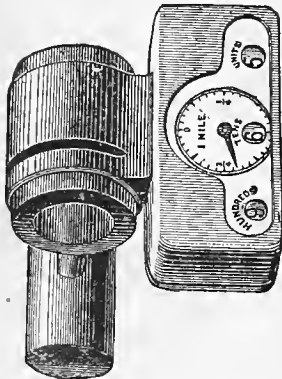
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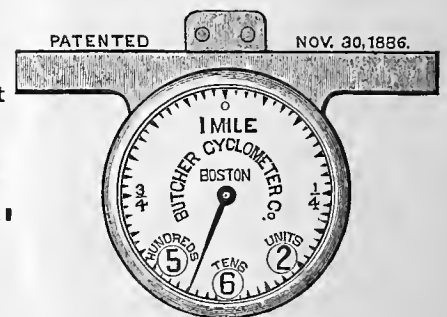
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**ROCHESTER, N. Y.**



Abbot Bassett, Secretary - Editor of the League of American Wheelmen,  
and Mrs. Bassett, on the Columbia Tandem.



Medbury, Glover, Bradish and Beadle, of the Star Club, and Messrs. Jones and Whelden, of the Detroit Club, made the run in two and a half hours, which is excellent time for this season of the year. The party was met by several Mt. Clemens wheelmen about five miles out, and by them accompanied to the Sherman House, where *mine host* Conner outdid himself. That dinner was "a thing of beauty, and a joy forever," and the men were as happy as well-fed wheelmen always are, when it was discovered that we were in the midst of a blinding snow storm. To ride home was impossible, and there was no train until Monday morning, so nothing could be done except to telegraph to papas and mammas, wives and sweethearts, that we were "snowed in" and then await the convenience of the Grand Trunk Railway Co., which we did; and talk about fun—I don't believe you Easterners know what the word means, so come out here, and we teach you.

THE *Pittsburg Times* of April 23, has some trash anent the proposed cycle race track, it says, "one prominent business man gives his check for one thousand dollars, another \$500, and many others \$100 apiece." This makes us tired, and how green their reporter must have been to allow them to load him up in such style?

#### "DUQUESNE."

A TOPICAL ditty entitled, "Billy come over the water," would be very appropriate unless Howell is defeated on April 28. We are getting tired making excuses for W. A. R.

C. M. CLARK and H. S. Stevenson will "do Yurup" this summer awheel; they expect to ride at least a month, and they will buy mounts on the other side. Mr Stevenson has sailed, but Mr. Clark will not sail until June 1st.

THE wheelmen hereabouts have been living in hopes of a track on the new Y. M. C. A. grounds, but the Association does not appear to have any use for such a thing, and there is a move on foot now to build a quarter-mile track for bicycles only; \$500 is needed, but it will take some work to raise that amount.

THE Keystone Bicycle Club will give medals for 150 miles on the road in a day, also for century runs, and to the man riding the greatest number of days, the man riding greatest distance in the year will not be forgotten either, that is if he rides over 1500 miles.

#### CONNECTICUT-INGS.

#### THE SOLITARY CLUB.

THE Stamford Wheel Club was reorganized on the evening of April 5th, and on the 12th the following officers were elected: President, E. D. Walsh; Vice-President, W. A. Hurlbutt; Secretary and Treasurer, C. M. Bryant; Captain, N. R. Jessup. There are about 20 members, to date, with more that will be heard from when the roads are in condition. Members are pushing the matter of a Cycle and Athletic exhibition, at the Armory, on May 30th.

MESSRS. PENNOYER, Bennett, Friez and St. John are our latest cycling converts. Bert Richards, a Facilit, took a 30-mile-and-return ride up north into York State, on the 22nd. Our roads are hardly in good order yet, owing to frequent rain.

THE old-new club has the congratulations of our entire membership on their recent evidence of "life that's in 'em yet," and we hope that they will make their mark—many of them in wheel tracks over these New England hills—and be a permanent and "staying" club.

Is any maker going to furnish corduroy helmets? They are positively waterproof, not heavy, and very lasting. We have a cap of same that in a two hours' rain did not wet through at all. The age of "goods to sell" is passing; what tourists want is "goods to wear."

BROTHER LANE, our new L. A. W. member at Port Chester, promises to be a League worker, and we hope to accompany him and others in a certain scramble between New York and Philadelphia in June. Will some one kindly give us an idea as to the kind of road surfaces we may expect on that ride, and many WORLD readers will say 'bliged.

A DRUNKEN beast came very near a collision with the writer, recently, but his friends dragged him away just before we "came together," and there were saved "the usual sad rites that have to be performed over the remnants of the brute that clinches with us!" However Wild West this may sound, we felt just that way, lately, when the aforesaid beast brutally beat a defenceless old man near

here, and the "authorities," save the mark, let him go unhung. Another case of more law than justice.

FOR some reason we had not seen in any cycling paper, recently, any account of the \$17,000 cinder path from New Haven to New York, but our local papers say so, and we hope we can have the privilege of casting in our mite, and we will make it a much larger one than we would to any Missionary to the Cannibal Islands, too. Yes, that's the thing, give us good roads, or failing that, work in cinder paths so that we can take long rides throughout the country, for in them we find keenest enjoyment of the wheel. We are glad to see the cycling papers giving so much space to this most important subject, and hope for great things in '88.

#### WASHINGTON, D. C.

"12804."

TALK about fine weather. You ought to be in this town, get some of it, bottle it up and uncork, somewhere up North, where the boys are still shivering around the club's open grates. Last Wednesday the clubs here turned out in the "Free Bridge" celebration parade, and made a fine appearance. This bridge crosses the Potomac, and forms the connecting link between Washington and Arlington, Va. While the bridge was being constructed we were obliged either to be ferried across, or go round by the old "Long Bridge," a distance of about three miles. The new bridge gives us one of our most pleasant runs, and on Sundays wheels and carriages can be counted by the hundreds.

By the way, if you want to see a variety of "mounts," just sail down here some pleasant Sunday, and you can see everything from the old two-wheeled velocipede down to the latest Safety.

WE held a very enthusiastic monthly L. A. W. meeting last week, and trust that much good will come of it; and it was his "nibs," Atwater's, first time in the chair as C. C. After the meeting we clung to him like leeches; you know why. He came to time, as he always does, in good shape, and we let him off easy on "Böck." At this meeting \$25 was voted to the L. A. W. to help the national body. It was also voted to make preparation to receive and entertain all wheelmen coming from the Baltimore meet on June 21, 22, 23 and 24.

Now a word in regard to this L. A. W. Division. We number now about 75 men. It seems a shame that, with over 2500 riders in this city, so few should be L. A. W. men. Let every man try and get a friend to join, and in a short time we will "get there with both feet." Men say, when asked to join, "why, what is the League? I never heard of it." Let every L. A. W. member make it a point to explain what the League is, and have an application blank always in his pocket, and be not afraid to talk; and not only this, but when the year is at an end, see that he and his friends *renew*. If every man of this division supports Chief Consul Atwater in his endeavors, next year we shall have 1000 instead of 75.

#### NEWS

#### AND COMMENT.

LYNN is sad, Lynn is sorrowful, Lynn is amazed! Rowe again beaten, this time by W. Wood. At the present writing it does look a bit blue for Rowe's chances to beat Howell, but still our faith in the American's changes is not entirely vanished. The one mile race is to be decided to-morrow, Saturday, 28th. If good wishes will put Rowe at the front, we know he will get there.

THE trick championship question in England is getting to be about as wearisome an old chestnut as the amateur question. *Wheeling* and the *Cyclist* on one side, and *Bicycling News* on the other, are growling away at each other in a most blood-curdling way.

CHASE, the man who rode over and killed Prof. Paul, three weeks ago, in Washington, has been released on \$1,500 bail.

WHEELMEN wishing to train on the Buffalo track when built, will correspond with Henry E. Ducker, 848 Niagara street.

THE Lynn, Mass., Cycle Club will hold an athletic tournament at the Coliseum, some time before the end of this month.

IN a recent race in Australia, Rollinson and Clark vs. 3 horses 20 miles; the quadrupeds beat the wheelmen by about a mile.

THIS year it is Buffalo that the eyes of wheelmen will turn, and it is to be the Mecca to which all enthusiastic wheelmen will travel. Now, that we have got on the up track with our racing, it is hoped that Springfield, Hartford, Lynn and Cleveland will follow in the wake of Buffalo.

HAVE men no *exclusive* rights? This query is suggested by the rumor that Washington is to have a *bicycle* club, the members of which are to be of the "distracting sex."

MR. C. W. EATON, of Boston, an enthusiastic wheelman, was lately married to Miss Lillian M. Lawrence, also of this city. His many friends will join us in congratulations.

THE new Buffalo track will be a half-mile, and the seating capacity of stand will be for 20,000 people. It is expected to have on the largest day, not less than 50,000 people.

THERE is no mistake but that Mr. Ducker has struck the key note of success for the revival of racing in this country, in uniting the tournament with the great International Fair.

MASSACHUSETTS L. A. W. members should read the official notice of the meet to take place on Decoration Day, May 30. It will be found in the "Official Department" of this paper.

WE are sorry to hear that Kennedy-Child was thrown from a horse in New York lately, while attempting to negotiate a hurdle. We are glad to learn that the damages were more painful than dangerous.

THE International Fair to be held at Buffalo in September promises to be one of the most interesting exhibitions of the year; this with the bicycle tournament ought to make Buffalo "thick with wheelmen" next September.

WE have heard of "one-legged races," "aged men's races," "Ladies' races," but it is left for Rome, N. Y. to produce a "deaf mutes race." One satisfaction, the fellow who gets left won't be able to tell "how it all happened."

THE farmers of Warwickshire, England, are advocating the taxing of cycles on the ground that "riders of these machines grumbled more about the state of the country roads than anybody else, and it was only fair they should pay taxes."

THE cartoon this week presents a likeness of our worthy Secretary-Editor and his wife. The last of the series will be that of W. A. Rowe, and we hope in the issue of that picture to be able to chronicle the victory of this man in his second race with Howell.

MR. WELLS says he has been waiting to hear from Mr. Shurman, of Lynn, in regard to making a hill-climbing match with him. He is ready to arrange details either personally or by mail. By the time this item reaches Mr. Wells' eyes he will have heard from Mr. Shurman.

A. L. ATKINS, in writing from Los Angeles, says: "I notice the editor wants to go to Mexico because there was no snow, cold, etc. He had better come out here, he can ride every day, summer or winter; always good roads, nearly always pleasant, no cold, no snow, no bad winds, no nothing."

WITH bated breath and awesome feelings we desire to announce to our numerous readers that the great and only John L. Sullivan has once more made Boston happy by his presence. Alas, however, Boston's joy is *not* unalloyed, for Boston's memory goes back to a scene enacted on French soil less than a month ago.

MR. IRVING E. MOULTROP, Vice-President of the Roxbury Club, joined the happy band of benedicts last Tuesday night. The partner of his future was Miss Abbie Hopkins of Melrose, Mass. The pair started on their wedding trip Wednesday, A. M. This makes the seventh man married out of the ranks of the Roxbury Club within about 18 months.

Oregon *Siftings* perpetrates the following: "Oh, did I tell you about little Henry, grandma? He's got a bicycle." "Sakes alive! Well, don't get excited about it. Just you put a big poultice of soap and sugar on it, and change it every morning, and it'll be gone in three days. Your grandfather used to have 'em every hayin' time, reg'lar as June. They ain't nothin'; they'll do him good."

MR. MERRILL, of the *Union*, agrees with us that "Rowe's only chance with Howell is to begin the race at the pistol shot and run his opponent out. It isn't claimed that Rowe can do this with Howell, but that is the only possible way for Rowe to ever win a race, on its merits, from Howell. Probably Rowe will profit somewhat from the experience of this first contest, and the defeat may do him good."

"SEPTEMBER 4, 6, 8 are the dates of the largest, biggest and best bicycle tournament the world has seen, and Buffalo the place. Over \$5000 in prizes, with \$500 in addition to be given to any wheelmen breaking a record, and this will be given out on a new way, as follows: In any race that a record is broken the winners of the three prizes, whether amateur or professional, will receive addi-

tional ten per cent. to the prize already won, thus making an incentive for all to run fast." So writes Mr. Ducker. We would ask if the extra ten per cent. for breaking records is to be presented in the form of *cash* to amateurs?

DR. H. T. APPELBY writes to the *Buffalo Commercial*: "In yesterday's issue of the *Commercial* I noticed in an interview on athletic sports that Mr. Dann asserts that 'bicycling is bad for the heart.' If he means bicycle racing he should have said so, and I have no rejoinder. Any supreme effort, such as boat racing, bicycle racing or running, in youth especially, may produce enlargement of the heart, I deny, however, that the bicycle when used reasonably, has any tendency to produce other than a good, healthy heart action. Mr. Dann may be able to prove his assertions, but as an amateur bicyclist of eleven years, I doubt it."—*Buffalo Commercial*.

A CORRESPONDENT, dating from Mauch Chunk, Pa., writes a doleful story as to the causes of the disbandment of his much-loved club. He says: "The gossips do say the cause of the wreck was too much matrimony. 'The fever' raged in the club for a year or two, taking off most of the 'pillars.' When it subsided there was scarcely a bachelor left. This being so, we found it best to disband." This doleful chap signs himself as, "Yours truly, with much crape on my hat."—\*\*. We protest that instead of the bicycle club disbanding for want of membership, they ought to have increased the clubhouse accommodations, and elected their dear wives, too.

No. 1513, writing from Cincinnati, says: "We, the Ohio riders, are not asleep; although we have been quiet for some time, we enjoy riding as well and heartily as anyone can. Sunday last some of the Crescent Wheelmen, of Cincinnati, started out for Hamilton, about twenty-one miles from here. The day began cloudy and dreary with threats of rain; but still, nothing could keep the boys back, save it would pour down in buckets. We met lots of other wheelmen on the road, who joined us. At Hamilton a good meal was stowed away, and after sufficient time had elapsed for the digestion of same, the party started homeward. A strong wind gave us all we wanted to do, but we 'got there,' though it was a tough one for the first of the season."

UNION HALL, Cambridgeport, was filled to its utmost capacity last Monday night, the occasion being that of the minstrel entertainment given by the Cambridge Bicycle Club. A most excellent programme was rendered in a way that reflects great credit on "the talent" of this club. The singing was very good, and the endmen, Messrs. Davenport, Close, Hopkins, and Curtis, manipulated the tampo and bones, and got off their humorous vocal efforts to the entire satisfaction of the audience. In the second part Mr. Davenport gave a good imitation of the great Irving, and Mr. Stone was particularly happy in his informal talk, and feats of legerdemain. Messrs. Jackson and Edgerly gave a first-class song and dance act, and the entertainment wound up with some good music by the Cambridge Bicycle Club banjoists. The show was far above the average amateur effort, and we hope the club treasury is plethoric, as a result thereof.

WE are pleased to notice practical evidence that Mr. Merrill has returned to Springfield and taken his old position with the *Union*. He tackles the bicycle news right off. We imagine the following is from his pen: "The members of the Springfield Bicycle Club are justly indignant over the recently published statement that the club 'has waned to an almost wholly social organization.' Because the club has very wisely concluded not to indulge in the expensive luxury of race meets, for which the dear public is always crying, but which it isn't willing to patronize, the club, forsooth has degenerated into a social organization. Far from it. The Springfield Bicycle Club to-day is more of a wheel club than at any time since its organization, with the possible exception of the first two years. Paradoxical, as it may seem, the club has done more riding since the decline of the racing meets than in the palmiest tournament days."

THE following, taken from a Little Rock exchange, would indicate that the yearning for adventure and the thirst for Indian scalps influenced "Charlie" to fly from the protection of the parental roof tree. We think the report is incomplete, as we see nothing indicating that there was a judicious application of the maternal slipper to the person of the adventurous "Charlie": "Last Wednesday Charlie McCullough, a fifteen-year-old boy, ran away from his father who resides in this city, and for two days no track of him could be found. Later it was discovered that he had crossed the upper bridge on a bicycle, and was seen going in the direction of Fort Smith. W. H. McCullough, father of the runaway boy, telegraphed to Conway, and Constable Yeager met the adventurous bicyclist with the instructions to bring him home. The prodigal was returned to his father's mansion yesterday evening."

SATURDAY evening, the 21st inst., the club house of the Long Island Wheelmen was the scene of gay festivity. It was the occasion of the last of the "ladies' nights" for the season, and Mr. Wm. J. Clark and his committee of entertainment "did themselves proud." These receptions have been given every two weeks during the winter and have been greatly enjoyed by all. There were about two hundred persons present Saturday evening last, to enjoy a well-arranged programme of music, vocal and instrumental; recitations and dancing. Mr. Benj. Wechsler rendered a violin solo, accompanied by Mr. E. E. Newell; recitations most ably delivered by Miss Minnie C. Dorlon, among which was "The Farmer and the Wheel, or the new Lochinvar," by Will Carleton; Mr. Anton Sbrignadello executed an original piano solo; a very lovely contralto solo was sung by Miss Mattie Dorlan, accompanied by her sister, Miss Minnie Dorlon; Miss Leonore Bedell also sang a solo; all of which were greatly enjoyed, and most heartily applauded. Refreshments were served, and dancing was indulged in until a late hour.

W. S. DOANE, writing from Denver, Col., says: "The roads in most directions around Denver, and in the city, are fully up to the best Boston roads, and the climate is such that riding can be indulged in almost continuously the year round. Riders here are numerous. On Sunday, April 1st, I was invited to take a run with the Ramblers, an active club with a large membership, composed of some of the best young men of the city. Our destination was Mount Vernon, fourteen miles distant, and is looked on as the hardest ride round these parts. Fourteen men started out, and as soon as the city-limits were passed the fun commenced. Your humble servant was among the first to see stars, and before we got home the captain (the fastest rider in town), recorded fifteen headers taken by nine men. There is a fine of ten cents for each header, so the captain had to collect \$1.50 from the unlucky ones. The hills sustained their reputation for being fearful. The first ten miles had an up-grade of 500 feet, and the next four miles a grade of 2,500. It took three hours to cover the fourteen miles. On the way back it was down-grade, but the rough roads made care very necessary. April 29 there is to be a 25-mile handicap road race."

No. 307, writing us in regard to the proposed aged men's race at Baltimore, says: "It gives me great pleasure, and much amusement, to note the interest taken by my fellow 'antiques' in the 'aged' rider question, and am delighted by your very handsome offer of a gold medal to be competed for at Baltimore. As the originator of the 'new departure,' will you allow me to suggest that the race be ten or fifteen miles, including, at least, three stiff hills, as, judging from my own experience, only such a race would bring out the 'old ones' best points, i. e., staying power, and grit. A two-mile flat race would simply make them subjects for ridicule, as they cannot compete with the speed made by their younger brethren, who, as spectators, would not be sparing of sneers and epithets." We must beg to differ with our good friend on the distance to be run, and on the charge that "sneers and epithets" would be indulged in. If we thought that "ridicule" was to be the result, we should discourage any such race. Ten or fifteen miles is too long, but we are willing to compromise on a five-mile road race if the consent of the authorities can be obtained, and it is the wish of the majority of the "aged riders" who form the entry list.

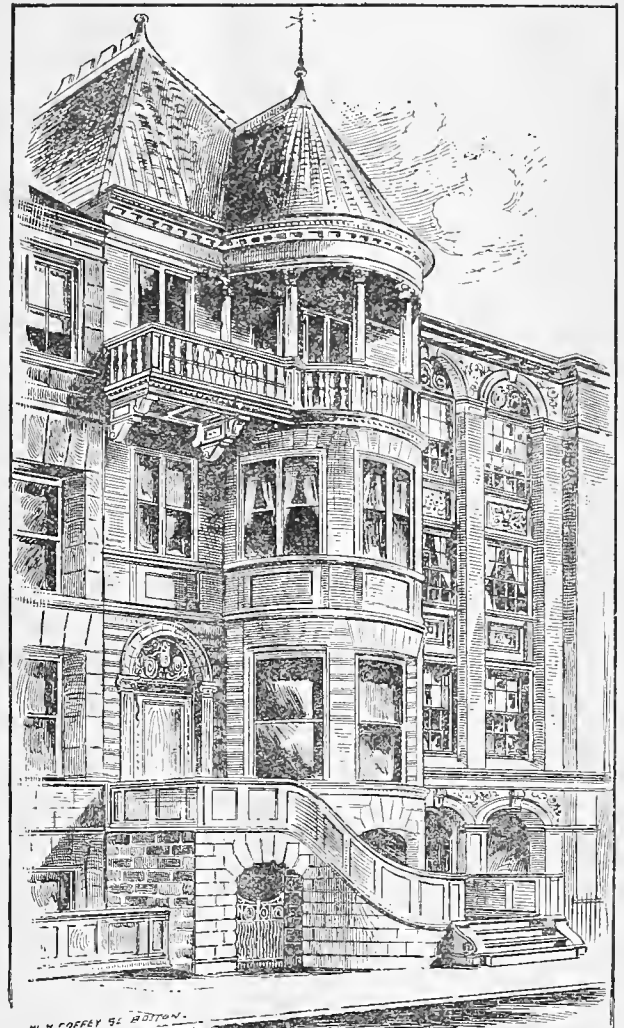
#### GOOD ADVICE.

##### "CLUB HOUSES AFTER GOOD ROADS."

I READ with so much interest what the rest of God's-good-folks (wheelmen) write to the BICYCLING WORLD AND BULLETIN that I imagine if others could read of what we in Binghamton, N. Y., have done it would interest them perhaps a little. I'll just put it in form of an invitation: Come each and every wheelman to Binghamton, N. Y., you will see the "Parlor City," and a most beautiful city it is. As to our club, in point of beauty, I cannot brag much, but if the members of the club are not "pretty" they are practical; witness this fact that we have just completed a nine mile path, three feet wide along the highway and near the fence. Bridges have been built when filling in was impracticable. This gives us what we consider the finest bit of riding in America. I repeat the invitation to come and see for yourselves, and if you will only come in small sections of two or three at a time I can assure you that you will have a free pass with the best of board, and we can lodge you in good shape at our rooms while you stay. A selfish desire prompts me to write this invitation. I want you to see what a club can do with good grit and a little cash, (our path has cost about \$600) so that you can go home and build more paths like our own, and when we visit you and go out we can enjoy a good ride with as little exertion as possible. We must brace up and put more cash in

roads and less in fine rooms, *club houses after good roads*, and we will all find more pleasure. Again I say come. If any wheelman has any questions to ask about our path, cost, or how we built it, in fact, any query bearing on the subject, I will gladly tell them all I know (I won't take long). There is nothing more interesting to me than this question of good roads.

J. H. COPELAND.  
Binghamton, N. Y.



NEW YORK BICYCLE CLUB.

WE present above a drawing of the New York Bicycle Club House, as it will appear when finished. Ground has been broken, and the work will be pushed so that, it is hoped, by July or August, at the very latest, the house will be completed. The contracts have all been placed, and the total cost of the building will be about \$30,000. The house is to be situated on West End avenue, a location excellent from the fact that the riding surface is good from the very door. The material to be used is red sandstone and a special rough brick. The dimensions of house are 25x64; the lot is 25x99. The basement will be used as a wheel room, and will cover the whole area (25x64), thus giving accommodations for some 150 wheels. The first floor will contain a fine hallway and two spacious parlors, to be divided by heavy portieres. The feature in the first and smaller room will be a large fireplace. The staircase will be of heavy oak, as in fact will be the wood work of the first floor.

The second floor will be devoted to lockers, baths and committee rooms.

The third story will contain a restaurant, billiard room, and the janitor's living room. The loggia on this floor will be utilized by the members in warm weather.

The general character of the interior finish will be in keeping with that of the exterior, first class in every respect. A servant's stair-

case in the rear of the building will be put in. Every convenience for members that experience has taught to be desirable, will be incorporated in the plans and fittings. The New York club stands as one of the pioneers of cycling organizations in the United States, founded March 1st, 1882, by F. A. Egan, P. M. Harris, B. G. Sanford, M. G. Peoli, and T. D. Howard, it has ever been among the foremost and most enterprising clubs of this country. Last year the club was incorporated under the laws of the State of New York.

When the scheme of building was first broached and decided on, the Ixions, a lively club, decided to cast their lot with the New York Club, and so the combination was decided on, and these two strong clubs merged their interests "for weal or for woe," and became one.

Even in this period of magnificent bicycle club houses, the new building of the New Yorks will stand in the front rank, and that the evidences of prosperity and enterprise may never grow less is our earnest wish.

### RACING.

#### ROWE SUCCUMBS TO W. WOOD.

A SPECIAL to the Boston *Herald* dated London, April 21, 1888, says: "At Jarrow, today, the bicyclist Rowe sustained another defeat, this time by Wood of Shields. They raced twenty miles for a stake of £175 in the presence of 5000 spectators. The weather was fair, but the track was soft, owing to the recent rains. The betting at the start was 11 to 10 on Rowe. Toward the finish both men reserved themselves for a spurt in the last lap, which, therefore, was very fast. Rowe made a splendid effort, but Woods gamely replied, and managed to cross the tape just a foot ahead. Time, 1h. 6min. 40 1-5 sec."

#### TERRE HAUTE (IND.) BICYCLE CLUB.

The above club issues the following: "You are most cordially invited to attend the 'Spring Race Meet' of the above club, to be held Wednesday, May 30, 1888, at the Vigo County Fair grounds. Following is a programme of the races to take place: 1, one mile novice; 2, half mile 1:40 class; 3, one mile club championship; 4, half mile hurdle; 5, half mile State championship; 6, one mile 3:30 class; 7, quarter mile dash (flying start); 8, one mile amateur; 9, one mile Star; 10, one-eighth mile banana; 11, one mile road wheels (ridden by owner); 12, two mile State championship.

Gold medals will be awarded in championships. Bananas in banana race. Gold and silver medals as first and second prizes in other races. A special gold medal (by J. Fred Probst), to the winner of most closely contested race, not including Nos. 4 and 10. Races to begin at 2:30 sharp.

Entry fee to each race, excepting No. 10, fifty cents, no entry fee to No. 10.

There must be three competitors in each race. L. A. W. rules will govern all races, excepting 4, 7 and 10.

Entries close May 26 with J. Fred Probst, who will furnish any other desired information."

#### BROOKLYN BICYCLE CLUB.

The above club issues the following: "As the coming riding season of the club promises to be an eventful one, owing to our double membership, and in order to maintain our supreme record as the great road riders in the United States, we will offer six individual record medals, to be presented to the six men riding the greatest number of miles during the year commencing April 1, 1888, and ending April 1, 1889.

First and second medals gold; third and fourth medals gold and silver, and fifth and sixth medals silver.

Members wishing to compete for the above, must notify the captain on or before April 21st, and have cyclometers checked.

Approximate mileage will be received up to April 21st, after which cyclometer records only will be received from competitors.

The races for the season the track and road will be as follows:

Club Novice Series. One mile track race, five mile road race, ten mile road race.

Club Champion Series. Two mile track race, five mile road race, ten mile road race.

Gold medal to first, gold and silver medal to second, and silver medal to third in each of the series.

Entries for the above will close on the day previous to the first race. Entrance fee \$1.00 for each series.

Open Races. Three mile track (handicap), twenty mile road race.

Gold medal to first, and silver medal to second in each event. Entrance fee \$1.00 for each race.

Entries close one week before the day of either race.

In all the events there must be five starters, or no race will be held.

Notice of club runs will follow from time to time.

#### WOODSTOCK (ONT.) AMATEUR ASSOCIATION.

The fifth annual meet of the above association will be held at Woodstock, Ont., May 24, 1888. Elegant and costly first and second prizes will be given in the following events:

1. Bicycle club competition; 2, two mile green race; 3, one mile open; 4, five mile open; 5, half mile open; 6, two mile open to 6:20 class; 7, one mile open to three-minute class; 8, two mile championship of Oxford; 9, two mile lap race, open.

C. W. A. rules to govern all races. Green race to be ridden on road machines.

W. A. A. cup for the county championship to be won three times before becoming the property of the holder.

Entrance fee to all races, 50 cents. Post entries 50 cents extra.

Each event must have three starters or only one prize will be given.

All entries (except the farmers' race) must be made in writing to S. Woodroffe, Secretary W. A. A. on or before May 23d.

#### THE BUFFALO TOURNAMENT.

*Editor Bicycling World:* At last I am able to announce the dates of what will be the largest and most successful bicycle tournament the world ever saw. Having entered into an arrangement with the Buffalo International Fair Association we will hold a tournament Sept. 4, 6, 8, and will have the opening of the above fair on which Buffalo is spending a half million dollars, and I think the whole wheel world is to be congratulated on my success, for there is no doubt but that this tournament will give the wheel a great boom. I shall have entire charge of this department, and as Barnum would say, "this is to be the crowning effort of my life." Now, dear WORLD, I want you to do this event justice in your reading columns, and I ask you to give us a big start. I send you all of the information that I have at hand at present and will send more as fast as completed. I desire at this time to urge on cyclists the fact that now is the time to get ready to make an exhibit here that shall be a credit to the wheel. This part is important and should not be overlooked, for it will be a grand chance. We will give you special rates from Boston, and, in fact, from all of the large cities, and a chance to see the falls as an additional attraction. Yours truly,

848 Niagara street, Buffalo, N. Y.

HENRY E. DUCKER,

[By addressing Mr. Ducker, as above, particulars can be obtained. We, however, shall give all information as fast as arrangements are completed. We shall take pleasure in lending our aid to make this tournament a great success. Ed.]

#### LEAP YEAR.—A TRUE STORY.

It was the monthly squabble night of the club. The venerable President had just decided that the Club Kicker was out of order on a knotty point concerning the number of buttons which should be put on the new uniforms (the Club Kicker is very tall, and wanted five, while little Blondy wanted four, and after an hour and a half's wrangling it took the meeting just ten seconds to decide that each member should have as many as suited his own fancy). As I said, the Club K. had just been sat upon, and the Secretary was taking down the names of the new Uniform Committee, the change having become necessary because of the universal desire to squelch the aforesaid Kicker, who had "delayed the game" to such an extent on several occasions as to make two mortal enemies for life. The calm, dignified President hesitated about the last name. The old committee in a little different order had been re-appointed, with the single exception of the K., and that individual sat in an aggravated state of self-conscious expectancy, much resembling that of a condemned criminal. All eyes were upon the Chair.

He spoke:

"Every gentleman," said he, "in this room, is either an officer of, or upon one or another of the important committees of the club, (there was just a quorum present). Now, I think this shows that unless the members have an active part in the management of the club, they sooner or later lose their interest, and I therefore nominate for the remaining position, Mr. Charles W. Sniffen, a comparatively new man."

Here I noticed that the Dude and the Secretary opposite exchanged glances, the former performing a feat greatly resembling the act of swallowing a wad of cotton. The President looked at him in astonishment, and then went on, saying, as if as an afterthought: "By the way, I hear that Charlie is likely to be married, engaged in fact."

He got no further. The cotton must have been gun-cotton, judging from effects, for here the Dude exploded into a loud roar, as his eye again caught the Secretary's, while the latter was so extraordinarily affected that he doubled up and rolled completely off his chair, uttering at the same time a loud who-o-o-p.

Now, we flatter ourselves upon the possession of our President. Nothing ever ruffles his judicially severe serenity, but on this

occasion, as he afterward allowed, he was considerably "phazed." Rising from his seat, after a moment of bewilderment, he demanded the cause of so extraordinary an outburst, addressing himself more particularly to the Secretary, who, in falling, had barked his, the President's, shins.

The gentleman addressed managed to control his face, and asked the Dude, who, by this time, had revived under the fairy-like manipulations of the Athlete and M. Mile Man, whether he'd "better tell it."

"Let her go," said the Dude, "you tell it, I'm sure I couldn't."

The President intimated that "it" would have to be pretty good in order to make up the loss of dignity, etc.—the Secretary, hearing which, let out another hole in his belt, and told the following tale:

Said he, "Shallow, over there, and I, went down the other night, to call on pretty Kittie C— (Dudie didn't know I was to be there, or I should have been alone). You all know Kittie,—deucedly pretty—black eyes, cream, with a touch of brown, for complexion, and all that sort of thing—full of fun, and always up to some trick or other. Well, we had been there some time, the Dude and I each wishing the other would go. Conversation flagged. The Dude even tried to get off that old one of his about the party in 'East Grand street,' but Kittie threatened to 'go up stairs, so there now,' if he did, so he let up for once. Just to make a break, I asked who was the perpetrator of a crayon sketch of uncertain motive, which hung over the piano.

"Oh!" said Kittie, "that's my sister Agnes, but you'd never know it. Charlie Sniffin did that. He's a young artist who's been coming here for about ten years to see her, and doesn't make any headway at all. If I was a man, looking very hard at me, I'd make up my mind in less time than that."

"Ah There, over there," and I exchanged looks, but didn't let on that we knew poor Charlie.

"Ah, really," said I, "I often see his works mentioned in the papers," for which I received a box on the ears that made my head swim, and which seemed to inordinately amuse the Dude.

"Don't try to tell me any of your stories, 'I'm fly,' as my brother Jack says," said Kittie. "Poor Mr. Sniffin, he doesn't like me, I tease him so. Why, do you know, the other night he came to see Agnes,—of course Agnes had to get fixed up, and he sat in the parlor, alone; I opened the door softly and whispered, 'are you alone?'"

"Yes," said he, looking at me suspiciously.

I put on a look that completely threw him off his guard. Going to where he sat, I struck an attitude, quietly but dramatically, and exclaimed:

"Mr. Sniffin—Charles—no, do not start, but hear me, oh hear me. How can I express myself? How can I tell you all that has borne so heavily on my mind these long, weary months? Charles, I have long loved you from afar, but never, until now, dared to speak. Charles—Charles, be mine."

Before I had finished he had fled behind the piano, retreating still further, as I made an attempt to throw myself at him.

"Miss Kittie, you—you ca-can't really mean—?"

"I do mean it. Charles, my own dearest Charles. It is leap year, and you must be mine," and I started for him again.

He made a break for the door, and escaped just as Agnes came down stairs. He hasn't been to call since, and I think Agnes must be awfully hard hearted. I'm sure if my young man stayed away so long, I'd just pine away and die, and she gave me a look that made up for the box on the ear, and only added fire to the inextinguishable jealousy of the Dude."

Here hostilities between the Secretary and the Dude seemed so imminent that the Chairman hastily adjourned the most tumultuous meeting in the history of the club, in order to keep the peace, forgetting entirely about the business in hand, and the tremendous interests thus jeopardized.

EX-SECRETARY.

#### TRADE NOTES, CLIPPINGS, AND ALL SORTS.

We hear that W. A. Rhodes has signed with the Springfield Bicycle Co. for the coming season.

This week we print a fac simile letter from Holmes & Co., which should be "read, learned and inwardly digested" by our patrons. A reference to their advertisement is suggested.

ON the morning of the 21st ult. the employees of Iver Johnson & Co.'s factory, Worcester, Mass., formed the Springfield Roadster Bicycle Club, with club room at 40 Central St. The club has twelve active members (all riding Springfield Roadsters), and good prospects for more.

WE understand that the Kingston Knitting Co. are manufacturing some beautiful goods for the cycling trade, and are meeting the popular demand for good styles and good goods at very reasonable prices. We refer our readers to their advertisement.

MR. H. B. HART, of Philadelphia, reports unusually heavy sales. Last Saturday he sold \$900 worth of cycles; Monday, \$1000; and Tuesday between \$800 and \$900 worth.

WE have received one of Smith's detachable luggage carriers. It certainly looks like one of the simplest things we ever saw. We shall give it a test at the earliest moment possible.

MR. ALEC HILL, of the Coventry Machinists' Co., has just returned from a trip to Washington and Philadelphia. We are pleased to hear that his trip has been a successful one. He has infused new life into the Coventry's agents, and consequently large sales are the result. He starts for the West next week.

"LINNEUS," of St. Louis, writes us: "H. D. Corey, of the Pope Mfg. Co., was in town during the early part of the month. He reported a large business done en route, and particularly mentioned large sales of Columbias at Cleveland and Dayton. Unlike some of the cycling travelling men, Harry makes it a point to get among the boys, and get acquainted with them, for which he is liked all the more. Come again soon and often, Harry, and bring your riding legs with you."

THERE is no finer safety made in all England than the celebrated Ivel, made by Dan Albone, and certainly Wm. Read & Sons have shown commendable enterprise in securing the United States agency for this rear driver. We are pleased to hear that orders for the Ivel are being booked rapidly. The first lot of Ivel safeties was received on Tuesday morning, and every one was sold before sunset, and many orders await the second lot now due.

THE belief is general that every business, professional, or working man or woman, in summer at least, deserves and needs to be allowed to enjoy the privilege of a weekly half holiday. Progressive business men, whether philanthropic or not, agree that the granting of such a privilege does no injury to the trade, but rather by its beneficial effect upon the general business and labor health, tends to clear headedness and renewed working vigor, which more than pay for the slight of time. In every large city, and in almost all of the larger towns, the early closing movement received a boom last season, and indications point to a more general adoption this season. A large portion of the stores begin their half-holiday early in May, and many of them close during the summer about an hour earlier on the other week days. The Pope Mfg. Co., of Boston, has published a beautiful lithograph of unique and artistic design, suitable to display in door, window, or office, announcing the hour of closing. By an arrangement of stickers any hour can be given. The company will present one of these lithographs free to any early closing store, or will send one upon receipt of a two-cent stamp to pay postage.

#### COMING EVENTS.

April 28—International match race, one mile, W. A. Rowe vs. Richard Howell, Wolverhampton, Eng.

May 12—International match race, ten miles, W. A. Rowe vs. R. Howell, Coventry, Eng.

May 30—New York and New Jersey Road-Racing Association Team Race, at Irvington, N. J.

May 30—Tournament at Oakland, Cal.

May 30—Tournament at Los Angeles, Cal.

May 30—Maine Division L. A. W. Meet, at Portland.

May 30—Tournament Terre Haute Bicycle Club.

June 18 to 20—League of American Wheelmen Annual, Meet, at Baltimore, Md.

July 1—Canadian Wheelmen's Association, Annual Meet, at Belleville, Ont.

July 4—California Division L. A. W. Meet.

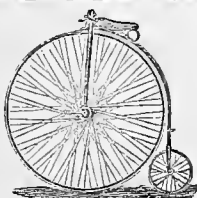
July 4—Tournament at Newcastle, Pa.

Sept. 4, 6, 8—Buffalo Tournament.

## Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



## Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



ABBOT BASSETT, Secretary-Editor.

THE Missouri officials will raise money for the popular subscription by appealing to the members for individual offers.

THE District of Columbia Division has sent in its offering to the League treasury in the shape of a check for \$25. Very good indeed.

THE suggestion that convicts be employed to repair roads, drain swamps, etc., comes up once more, and this time from the officials of the Knights of Labor, who are urging that this kind of work should be done by convicts instead of what they are now given, for the latter brings them into competition with the honest laborer.

ROWLAND EVANS, of Philadelphia, has compromised his case against the huckster Carnell, who ran him down in Fairmount Park. Carnell pays to Mr. Evans \$75, and Mr. Evans agrees to withdraw his suit and permit the "whip-slinger" to return to Philadelphia, from which he has been a fugitive for some time. Mr. Evans was assisted in his suit by the Penn. Division, and he will return to the officials of that division all the money advanced except his necessary expenses.

"BASSETT makes a statement in his part of the paper, which is promptly contradicted or adversely commented upon by Editor Fourdrinier in his part, and as the latter has much more space at his disposal, and the last word always, he generally has the best of the controversy."—*Gazette*. The piece of cloth out of which the above statement is made never felt the scissors. We omit the deductions since they are based on that which has no existence. The "bickerings" that have been going on between our colleague and ourselves are merely the growth of a somewhat abnormal imagination possessed by our Western contemporary.

#### Spring Meet, Massachusetts Division.

To the Members Massachusetts Division, L. A. W.:

In accordance with a vote of the Board of Officers of this Division, arrangements are being made for a Spring Meet of the members on Decoration Day, May 30th, and early notice is given that members and wheelmen generally may arrange their outing on that day, so as to be present.

Your committee, desirous of promoting the interests of the Division, by making the members better acquainted with each other, thereby securing more united effort in the interests of the League in this State, and to induce wheelmen to join our organization, have planned an inexpensive but, they trust, enjoyable programme for the day, and ask the co-operation of all in securing a large attendance.

The programme, as now contemplated, is as follows: Assemble in Copley Square, leaving there exactly at 9.30 A. M.; a run to some grove on Charles River, where boating, swimming, base ball, and various other sports can be indulged in, a picnic lunch to be served, and such impromptu entertainments as the committee can devise and execute.

The entire cost to those attending is not to exceed \$1, and many who cannot afford the time and expense to attend the annual meets of the Division are expected to avail themselves of this opportunity.

Captains of clubs are requested to call runs in accordance with this programme, and notify Dr. W. G. Kendall, 176 Tremont street, Boston, of their doing so, and how many members of their club will be likely to attend. Unattached wheelmen who intend to be present are also requested to notify Dr. Kendall, as it is necessary to know what the attendance will be in order to provide sufficient lunch.

Let every man who intends being present send a postal at once, and let every wheelman in Massachusetts make an effort to be present.

Further information as to details will be given prior to Decoration Day.

J. B. SEWARD,  
W. G. KENDALL, } Committee.  
W. H. EMERY,

Boston, April 19, 1888.

#### Stone and Hull Reinstated.

In accordance with the vote of the Racing Board, Percy Stone of St. Louis and W. C. Hull of San Francisco are hereby reinstated, on condition that they do not race again. Fraternally yours,

GERRY JONES, Chairman Racing Board.

#### The Connecticut Road Book.

This Road Book was announced to appear April 1, but some delay has occurred through a late addition to its contents, and change in style of binding, necessitating extra work in making the covers. It is now being bound, and copies will be delivered as fast as received from the bindery, but it will probably be May 1 before orders can be promptly filled. Orders may be sent to L. A. Tracy, Chief Consul, Hartford, Ct.

#### Missouri Appointments.

I have appointed W. A. Rutledge Consul for Monroe City and vicinity. All other Consuls are re-appointed until Sept. 1st. Yours fraternally,

W. M. BREWSTER.

St. Louis, Mo., April 20th, 1888.

#### Minnesota Wheelmen, Attention.

In view of the recent circular letter of inquiry mailed all chief consuls by the L. A. W. Executive Committee, asking temporary financial aid, it is important that an expression of your opinion regarding same should be fully and promptly made. The point at issue is this: We have a balance, not a large one, due us from the L. A. W. treasurer on April 1st. The chief consul's opinion is that as we are not in immediate need of this, having no contemplated road book under way, that it would be better to remain the League's creditor for some time longer, than take up time and incur extra expense by assessing each member a stated sum.

If each member reading this notice will consider himself personally addressed, and promptly reply by letter, he will confer a great favor on me.

With the best wishes for a prosperous growth the coming season, I remain,

Yours fraternally,

S. F. HEATH, Chief Consul.

April 7th, 1888.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary, in order that no objection

able person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 136—Total 135—9266.

BOSTON, April 27, 1888.

#### CALIFORNIA DIVISION—5—331.

Ariel Bi. Club.  
18465 Hewes, C. L., 1971 Grove st., Oakland.  
Oak Leaf Bi. Club.  
18446 Brown, A. G., Stockton.  
Unattached.  
18448 Skinner, W. C., Box 241, Los Angeles.  
18447 Drake, Geo. F., 1720 Seward st., Oakland.  
18445 Brewer, Edwin W., Pasadena.

#### CONNECTICUT DIVISION—1—394.

Unattached.  
18489 Ackrill Harry F., New Haven Register, New Haven.

#### DISTRICT OF COLUMBIA DIVISION—6—87.

Washington Cycle Club.  
18396 McCormick, Chas. C., 616 K st., N. W., Washington.  
Unattached.  
18466 Elliot, Chas. H., 1668 14th st., N. W., "  
18393 Childs, Wm. E., Surg. Gen'l's Office, "  
18394 Clark, Chas. R., Money Order Office, "  
18395 Harvey, Evert L., 2d, Auditor's Office, "  
18397 Terrill, L. D., 1228 14th st., "

#### ILLINOIS DIVISION—13—524.

Harlem Wheelmen.  
18449 Ryerson, John A., 135 Rush st., Chicago.  
Kankakee Ramblers.  
18468 Cobb, Walter, Kankakee.  
18493 Durfee, Fred, "  
18491 Halsey, W. S., "  
18492 Halsey, N. G. Jr., "  
18495 Kerr, Tom A., "  
18494 Nichols, Emery, "  
18497 Moore, B., "  
18496 Seaver, J. H., "

#### Ottawa Cy. Club.

18398 Kneusel, Gustave, 623 Illinois ave., Ottawa.  
18399 Wiley, Herbert C., 14 Court House, "  
Quincy Bi. Club.  
18490 Levy, Alfred J., 835 Broadway, Quincy.  
Unattached.  
18467 Chapman, G. S., Box 1700, Rockford.

#### IOWA DIVISION—4—118.

Cedar Falls Wheelmen.  
18499 Bryant, Walter, Cedar Falls.  
18500 Chase, H. L., "  
18501 Hoag, Bert, "  
18502 Hyer, H. J., "

#### KENTUCKY DIVISION—5—69.

Ruff Wheelmen.  
18468 Alverson, W. D., Richmond.  
18469 Mitchell, E. E., "  
18470 Ruff, A. D., "  
18471 Shackelford, D. B., "  
18472 Turley, R. E., "

#### MAINE DIVISION—2—107.

Portland Wheel Club.  
18503 Tuttle, Geo. O., 387 Congress st., Portland.  
18504 West, Warren G., 33 Plum st., "

#### MARYLAND DIVISION—8—313.

Baltimore Cycle Club.  
18421 Kappelman, E. L., 605 Carrollton ave., Baltimore.  
18400 Mealy, W. R., 110 S. Howard st., "  
Hagerstown Bi. Club.  
18422 Wareham, E. A. Dr., Hagerstown.  
18411 Martin, C. P., "

Unattached.  
18473 Gunby, A. B., 411 W. Hoffman st., Baltimore.  
18505 Jackson, Edw. S., 141 W. Townsend st., "  
18507 Wiener, W. Ringgold, 1719 Lafayette ave., Baltimore.  
18506 Ramsburg, E. B., 91 E. Church st., Frederick.

#### MASSACHUSETTS DIVISION—11—1040.

Bay State Bicycle Club.  
18423 Ingraham, H. B., 49 Park st., Worcester.  
Cambridge Bi. Club.  
18450 Norris, Edmund H., 18 Mason st., Cambridge.

No. Adams Wheelmen.  
 18414 McLaren, R. T., Box 386, Adams.  
 Worcester Bi. Club.  
 18452 Windle, W. W., West Millbury.  
 Unattached.  
 18413 Friedman, A., 105 Bedford st., Boston.  
 18412 Deane, Richard B., 18 Purchase st., Fall River.  
 18495 Worthen, Lewis E., 106 Main st., Haverhill.  
 18424 Lichtenstein, R. C., 274 Lamartine st., Jamaica Plain.  
 18415 Perry, Albert A., Box 224, Milton.  
 18401 Sawtelle, W. H., 58 Prospect st., Waltham.  
 18451 Buckner, W. E., 457 Southbridge, Worcester.

## MICHIGAN DIVISION—6—211.

Mountaineer Bi. Club.  
 18453 Havens, Wm. H., Iron Mountain.  
 18454 Jones, J. Russell, "  
 Unattached.  
 18508 Walworth, A., 17 So. 5th st., Ann Arbor.  
 18427 Chapman, H. J., 441 Lafayette ave., Detroit.  
 18428 Densmore, E. J., 23 Howard st., "  
 18426 Wallace, J. W., Ypsilanti.

## MINNESOTA DIVISION—7—89.

Minneapolis Bi. Club.  
 18509 Barwick, C., 17 No. 1st st., Minneapolis.  
 18510 Lackor, Harry D., 1413 5th st. S., "  
 18511 Leachman, Henry P., 1417 Wash. ave. S., "  
 18512 Pauly, Will T., Pauly House, "  
 18513 Reid, Wm. J., 120 1st ave. No., "  
 18514 Schutz, Geo. F., 800 14th ave., "  
 Unattached.

18402 Bartlett, Geo. H., 14 4th st. S., "

## MISSOURI DIVISION—1—284.

United Wheelmen.  
 18474 Ramsey, Harry C., K. C. Safe Deposit, Kansas City.

## NEBRASKA DIVISION—3—81.

Unattached.  
 18515 Cole, Bert W., Grand Island.  
 18455 Addis, R. D., Lincoln.  
 18516 Merrill, G., Sutton.

## NEW HAMPSHIRE DIVISION—3—91.

Manchester Bi. Club.  
 18456 Harvey, Fred S., Loco. Works Foundry, Manchester.  
 18457 Rice, J. H., 61 West Merrimack st., "  
 18458 Wheeler, R. A., 98 Lowell st., "

## NEW JERSEY DIVISION—6—585.

Hudson Co. Wheelmen.  
 18459 Kluge, C. E., 327 1-2 Eighth st., Jersey City.  
 Morris Wanderers.  
 18416 Sullivan, Harry, Box 186, Morristown.  
 Unattached.  
 18518 Topliff, Cyrus L., Montclair.  
 18519 Van Vleet, Charles E., "  
 18517 Bartlett, Chas. A., Whitall, Tatum & Co., Millville.  
 18403 DeLoe, S. A., M. D., Washington,

## NEW YORK DIVISION—21—1981.

Auburn Cycle Club.  
 18475 Anderson, T. W., care Nye & Wait, Auburn.  
 18476 Hickok, J. L., 135 Wall st., "  
 18477 Holcomb, C. F., 10 Ross pl., "  
 Hoosac Wheelmen.  
 18432 Kincaid, Manfred D., Box 199, Hoosick Falls.  
 K. C. W.  
 18408 Wardell, N. S., 36 Kosciusco st., Brooklyn.  
 League of Holland Wheelmen.  
 18417 Gunning, J. L., 18 West 60th st., New York City.

Poughkeepsie Bi. Club.  
 18520 Bowne, F., Box 237, Poughkeepsie.  
 Syracuse Cy. Club.  
 18404 Cherry, Walter B., 60 So. Clinton st., Syracuse.  
 18405 Hopkins, E. P., 70 University ave., "  
 18406 Sperry, B. N., 126 W. Genesee st., "  
 18407 Yale, Wesley A., 172 S. Salina st., "  
 Unattached.

18418 Jacobs, John H., 84 Newton ave., Astoria,  
 Long Island City.  
 18521 Ormsbee, Allen, 183 Joralemon st., Brooklyn.  
 18420 Davidson, A. W., Greene.  
 18430 Rathbone, W. A., "  
 18431 Welch, C. W., "  
 18478 Bruyn, James V., Box 458, Kingston.  
 18479 Prull, Wm. C., Box 642, "  
 18480 Van Gaas Beck, Ed., Box 327, "  
 18522 Mayer, Wm. E., Box 131, Lancaster.  
 18460 Harrington, J. Stuart, 2 Court st., Watertown.

## OHIO DIVISION—17—729.

Youngstown Bi. Club.  
 18437 Davis, C. W., Youngstown.  
 18438 Evans, H. S., "  
 18433 Kennedy, C. H., "  
 18439 Powers, Isaac, "  
 18434 McCay, Frank, "  
 18440 Jones, Fred., "  
 18435 Siegfried, Wm., "  
 18430 Zimmerman, W. W., "  
 Unattached.  
 18525 Schriber, M. F., 51 Harrison ave., Cincinnati.  
 18499 Corns, Harry, W. Woodhury ave., Columbus.  
 18486 Norton, C. B., Box 127, Conneaut.  
 18481 Davis, Geo. S., Wapakoneta.  
 18482 Hartman, H., "  
 18483 Knarr, John, "  
 18484 Ramsey, C. A., "  
 18485 Rauth, F., "  
 18520 Siegfried, F. H., Box 365, Youngstown.

## PENNSYLVANIA DIVISION—8—1203.

Unattached.  
 18487 Achre, H. T., Clark.  
 18441 Beck, Chas., Hanover.  
 18420 Van Schoick, Robt., Kingston.  
 18443 Walker, R. L. Jr., Mansfield.  
 18409 Hertzler, John Z., Morgantown.  
 18442 Herzog, Lewis E., 4101 Pine st., Philadelphia.  
 18527 Myler, Will M., E. L. Stock Yard, Pittsburgh.  
 18410 Swartz, S. J., York.

## RHODE ISLAND DIVISION—3—199.

Rhode Island Wheelmen.  
 18523 Blackmar, Miss G. W., 14 Fuller st., Providence.  
 18444 Bogman, Mrs. Lucy Gorham, 161 Benefit st., Providence.

Unattached.  
 18524 Rice, Herbert W., 263 Washington st., "

## TENNESSEE DIVISION—1—51.

Memphis Cycle Club.  
 18461 Thayer, Frank B., 265 Main st., Memphis.

## VERMONT DIVISION—1—56.

Unattached.  
 18462 Bancroft, J. F., Saxton River.

## WISCONSIN DIVISION—3—78.

Racine Bi. Club.  
 18488 Nichols, Geo. P., Racine.  
 Unattached.  
 18463 Arpke, Carl, Sheboygan.  
 18464 Keller, Emil H., "

## LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888:—

Minneapolis Bicycle Club, Minneapolis, Minn.  
 Kankakee Ramblers, Kankakee, Ill.  
 All memberships in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

## LEAGUE MEET COMMITTEES AND HOTEL ARRANGEMENTS.

The annual meeting of the L. A. W. will be held at Baltimore, Md., June 18, 19, 20. Correspondence relating to matters connected with the Meet should be conducted with the chairmen of the different committees, as given below:—

**General Committee.**—Chairman, A. E. Mealy, 1521 Eutaw place; Secretary, R. M. Lockwood, 1731 McCulloh street. This committee is made up of the chairmen of the different sub-committees, and has full control of the entire arrangements for the meet.

**Finance Committee.**—Chairman, W. H. Beatty, No. 92 Dugan's wharf.

**Reception.**—Chairman, Geo. S. Hagerty, care of Keen & Hagerty, Baltimore. All communication on securing advance hotel accommodations and storage of wheels must be addressed to this committee.

**Transportation (Local).**—Chairman, Jos. Chism, 10 E. Lombard street. All information as to how to reach Baltimore during the meet will be furnished by this committee, or by the

**National Transportation Committee.**—Chairman and Western representative, B. B. Ayres, 152 S. Hoyne avenue, Chicago, Ill.; Eastern representative, Geo. R. Bidwell, 323 West 58th street, New York.

**Entertainment.**—Chairman, Albert Mott, 1513 Barclay street, Baltimore.

**Parade.**—Chairman, E. P. Hayden, care of Drovers Mechanics, National Bank, Baltimore.

**Races.**—Chairman, Sam'l T. Clark, 2 and 4 Hanover street, Baltimore.

**Tours and Ruas.**—Chairman, F. W. Pope, 7 South street, Baltimore.

**Programme (Official).**—Chairman, Milton S. Wood, care of A. Hoen & Co., Baltimore.

**Press.**—Chairman, C. R. Eisenbrandt, 424 E. Baltimore street.

**Hotel Arrangements.**—The Carrollton Hotel (American) can accommodate 400 guests; terms \$2.50 to \$4.00 per day; to L. A. W. members during the meet, \$3.00.

The "Hotel Renner" (European) can accommodate 100 guests; terms, single rooms, \$1.50 to \$3.00; double rooms, \$2.50 to \$4.00 per day; a reduction of 50 cents per day will be allowed L. A. W. members. Suites of apartments, containing parlor, bed, bath and toilet rooms, from \$6.00 to \$10.00 per day; a reduction of \$1.00 per day to L. A. W. members.

The Eutaw House (American), accommodations for 350 guests. Terms, \$2.50 to \$3.50 per day; to L. A. W. members during the meet, \$2.00 to \$3.00 per day, according to location of rooms.

Guy's Hotel (European), accommodation for 200 guests. Terms, single rooms, \$1.50 per day; double rooms, \$2.50 per day; with a probable reduction to L. A. W. members.

**MASSACHUSETTS ROAD BOOK.** Those who join the League in second quarter, paying \$1.75, can get book of Sanford Lawton, Springfield, Mass., by paying ten cents. League members in other States can get book for \$1.

**NEW YORK ROAD BOOK.** 200 pages. Price to Division members \$1.50; to League members from other States, \$1.50. Remit to A. B. Barkman, 608 4th Ave., Brooklyn, N. Y.

**CALIFORNIA ROAD BOOK.** 100 pages. M. R. Gibson, 612 Hyde St., San Francisco, Cal.

**OHIO ROAD BOOK.** Bound in leather, \$1; in cloth, 50c. Frank C. Meyer, Canton, Ohio.

## FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ~~25~~ Cash must accompany the order.

**HAVE YOU GOT** a pair of Ball Pedals to sell? Give your lowest cash price and description to J. A. WHITTEMORE, Fairfield, Maine.

**FOR SALE**—Sparkbrook Tandem; excellent condition; new last year. Best offer over \$175 takes it. Cost \$260. E. N. BOWEN, 585 Main street, Buffalo, N. Y.

**56-INCH** Harvard Special; full nickeled; 7 ball bearings; good condition. Price \$55. C. W. WAGNER, Ann Arbor, Mich.

**FOR SALE**—Standard Columbia, bright and enamel, plain bearings, C. H. Bars, Spade Handles. First-class condition. \$50.00. C. E. LATIROP, Armada, Mich.

**FOR SALE**—Marlboro' Club Tandem, new 1886, not used 1887; balls all round; safe, fast and satisfactory; first-class condition. Price \$150. Address R. F. SHANNON, 907 Liberty st., Pittsburg, Pa.

**FOR SALE**—A 53-inch Apollo Bicycle; prime order; all improvements. Cheap. Address C. A. M., P. O. Box No. 2384, Boston.

**FOR SALE**—One 50-inch Ideal, in good condition; enamel and nickeled, with Lillibridge saddle; worth \$50; will sell for \$40, if taken at once. H. S. WEDMORE, Guilford, Conn.

**\$90. GREAT BARGAIN**—54-inch Royal Mail; ball pedals, spade handles, &c.; in perfect order. Has had no hard usage. Lock Box 973, Philadelphia, Pa.

**FOR SALE CHEAP**—50-inch Columbia Light Roadster, standard finish, 1886 pattern; ball bearings all around; cow horn handle bars; Kirkpatrick saddle; in first-class condition. For particulars address Box 2181, Ithaca, N. Y.

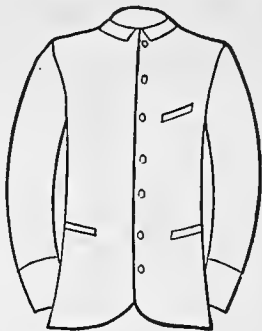
**56-INCH** Rudge Light Roadster, 1887 pattern, with Butcher Cyclometer; condition A No. 1. Price \$100. Will pay any one \$10 causing the sale. F. C. PIERCE, Smithport, Pa.

**58-INCH** English bicycle for sale. Balls all round, including pedals. Cow-horn bars, spade handles, and all modern improvements. New last fall. Owner going abroad. \$70. takes it. GEORGE D. HAZARD, Room 83, Equitable Building, Boston.

**FOR SALE**—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine and tyres scarcely show a scratch; all just as good as new; good reason for selling. Price, \$85.00. Address G. W. GAIL, Jr., care The Clark Cycle Co., Baltimore

**FOR SALE OR TRADE**—One Columbia Ladies' 2-track Tricycle. One 54-inch Expert Columbia (C) finish. One 50-inch Standard Columbia, full nickel; all of these wheels are as good as new, and will be sold cheap. Correspondence solicited. Will trade for a good Columbia Tandem. Address PAL-LISTER BROS., Ottumwa, Iowa.

**FOR SALE**—Sparkbrook Tandem, perfect order; new tires, ball pedals, cyclometer, lamp, buffer saddles, enamel and nickel trimmings. A bargain. H. E. BROWELL Pittsburg, Pa.

A. C. SPALDING & BROS.  
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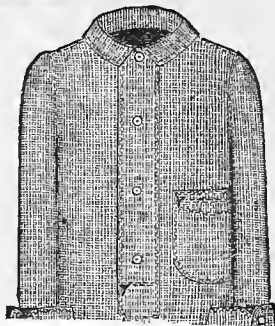
- A Grade*—Made to order of Special Bicycle Cloth, in Gray, Black and Navy Blue, best quality.....\$15.00  
*B Grade*—Made to order of good quality Cloth, Gray, Black and Navy Blue..... 12.00  
*C Grade*—Made to order of heavy Flannel, Gray, Black and Navy Blue..... 9.00



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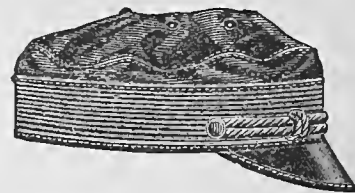
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*B Grade*..... 6.00  
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